

Public Input Meeting #1 – Summary

IM-8-029(213)069, PCN 23596 | I-29 & 40th Ave N Interchange Feasibility Study

Stantec PN: 193805997

Date/Time:	March 14, 2023 / 5:00PM to 7:00PM
Place:	Fargo Readiness Center – 3270 40th Avenue North, Fargo, ND 58102
Attendees:	See Sign-In Sheet

Overview

NDDOT and Stantec hosted the first public input meeting to discuss the I-29/40th Avenue North Interchange Feasibility Study on March 14, 2023. The meeting was held from 5-7PM at the Fargo Readiness Center. Approximately 15-20 people attended to learn about the project purpose and objectives, and to provide input regarding the five potential interchange alternatives being considered.

All meeting materials will be posted to NDDOT's project website.

Meeting materials included:

- A pre-recorded video was played on continuous loop for participants to view and/or listen to at their convenience. The video explained the five alternatives being considered and discussed the benefits of each.
- Informative boards displaying the following: Welcome with how to stay involved information, project background, project logistics (including objectives, schedule, and next steps), interchange alternatives 1 through 5, environmental background, existing 2022 traffic analysis, and future 2045 traffic analysis – no build.
- Handout describing the project, study purpose, primary and secondary study area, schedule, contact information, and how to stay involved.
- After the Storm brochures provided by NDDOT describing the effects of pollution, the problems with stormwater runoff, and stormwater pollution solutions.
- Stormwater and the Construction Industry poster provided by NDDOT that covered the following: Maintaining your BMPs and planning and implementing erosion and sediment control practices.
- Large roll plots:
 - One large roll plot showing the Alternative 1 – Standard Diamond Interchange layout
 - One large roll plot showing the Alternative 2 – Dumbbell Interchange layout
 - One large roll plot showing the Alternative 3 – Diverging Diamond Interchange (DDI) layout
 - One large roll plot showing the Alternative 4 – Roundabout DDI layout
 - One large roll plot showing the Alternative 5 – Partial Cloverleaf Interchange layout
- Large roll plots with Matchbox cars:
 - Two large roll plots showing zoomed in version of Alternative 3 – Diverging Diamond Interchange (DDI) with matchbox cars for hands-on visualization
 - Two large roll plots showing zoomed in version of Alternative 4 – Roundabout DDI with matchbox cars for hands-on visualization
- Comment forms for individuals to express comments and/or ideas. Comment cards could be left at the meeting, scanned and emailed, or tri-folded and mailed.

- NDDOT Title VI Public Participation survey provided by NDDOT for demographic information.
- PowerPoint presentation was looped at the check-in table showing photos of the interchange and bridges existing conditions.
- Sign-in Sheet for attendees to fill out upon arrival.

Advertising

The meeting was advertised through the following channels:

- Fargo Forum Legal Display Advertisement on February 22 and March 8
- NDDOT press release on March 7

Summary of Comments Received

At the meeting, people were able to leave a general comment on the provided comment cards and post-it notes for each of the five interchange alternatives. They were also given the option to send their comments to Pat McGraw via email or mail. The comment period closed on Wednesday, March 29. One formal comment was received in-person at the meeting. The remaining comments were received via email.

The formal comment received in-person was voting for alternative 5, the partial cloverleaf interchange, and mentioning not needing to go to "such extremes". The post-it note comments also indicated that alternative 5 was the best option and should be Option #1. The emailed comments note issues the participating public feel are currently at the interchange, including but not limited to lack of stop lights (traffic signals), unclear or minimal signage, steep slopes, and not ideal configuration for large trucks and traffic. Wrong-way movements down the I-29 North exit ramp were noted with the suggestion to have two lanes northbound (and presumably southbound) with the addition of more visible or noticeable signage to reduce potential accidents. The comments also mention that the roads are frequently used for long-distance cycling and recommend that the shoulders be widened with improved grading to accommodate safer bicycle travel. All comments have been included in the attachments of this document.

PIM #1 Supporting Documentation

The following documents have been included as supporting documentation for this public input meeting:

- Video presentation slides
- Informative Boards Displayed at Meeting
- Meeting Handout
- NDDOT After the Storm Brochure
- NDDOT Stormwater and the Construction Industry Poster
- Alternative Layouts 1-5
- Matchbox Car Plot Roll for Alternative 3
- Matchbox Car Plot Roll for Alternative 4
- Legal Display Ad and Press Release
- Written and Emailed Comments
- NDDOT Title VI Public Participation Surveys
- Meeting Photos
- Public Input Meeting #1 Sign-in Sheet

Stantec Consulting Services Inc.



Angie Bolstad, PE
Transportation Engineer

Phone: (612) 712-2019

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Attachment: PIM#1 Supporting Documentation

cc. Chad Frisinger, NDDOT Section Leader – Design Division

Jennifer Kern, NDDOT Transportation Engineer

Pat McGraw, Stantec Project Manager

Interchange Concepts under Consideration

40th Avenue at I-29 Interchange Feasibility Study

Cass County



Transportation



Introduction

This brief presentation will discuss the interchange concepts the North Dakota Department of Transportation (NDDOT) project team is considering to address long-term transportation needs at the 40th Avenue (CR 20) interchange with I-29 in Fargo.



Concepts

The following slides will explain how these concepts work, and why they are under consideration.

Alternative 1: Upgraded Standard Diamond Interchange

Alternative 2: Dumbbell (Roundabout) Interchange

Alternative 3: Diverging Diamond Interchange (DDI)

Alternative 4: Hybrid Roundabout / DDI Interchange

Alternative 5: Partial Cloverleaf Interchange

These concepts, as shown, have been developed to accommodate future year traffic demand in 2045.

Alternative 1: Upgraded Standard Diamond

What would this concept include?

Alternative 1 would upgrade the existing diamond interchange to provide turn lanes to accommodate anticipated future traffic demand. The ramp terminal intersections would be signalized and turn lanes added to facilitate traffic flow.

Benefits

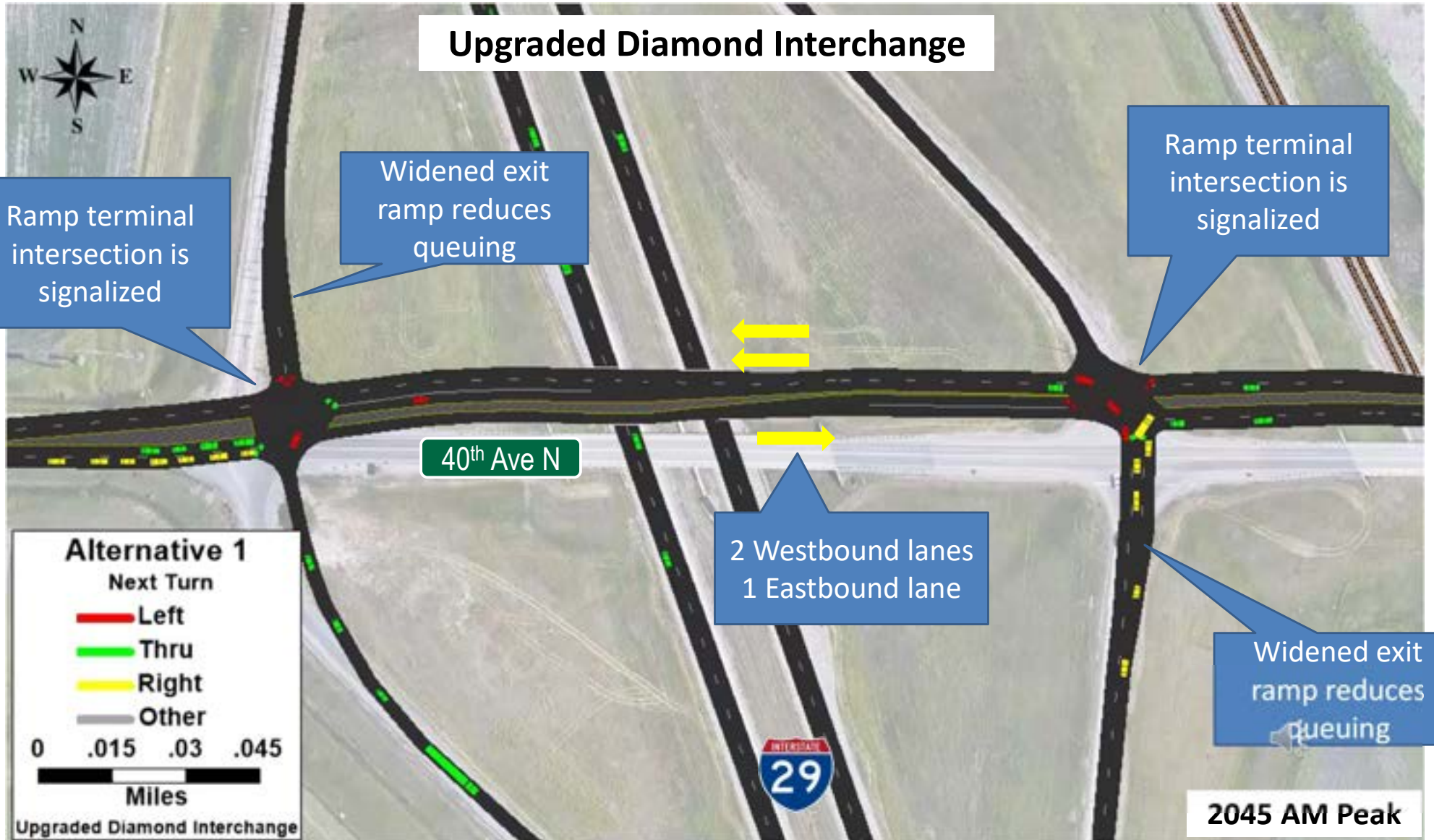
- **Traffic:** Motorists follow the exact same path as today, but with traffic signals and turn lanes to help facilitate traffic flow.
- **Safety:** Injury and Fatal crashes are reduced by about 15% compared to an unsignalized interchange

The existing interchange includes single lanes on all intersection approaches, and I-29 exiting traffic is controlled by stop signs.



Existing 40th Avenue at I-29

Upgraded Diamond Interchange



Alternative 2: Dumbbell (Roundabout) Interchange

What is a Dumbbell Interchange?

A dumbbell interchange is created by converting each ramp terminal intersection into a roundabout. Circulating lanes are not necessary on the inside of each roundabout as the entire interchange effectively operates like one, large roundabout.

Benefits

- **Traffic:** Roundabouts replace the need for traffic stops with yielding and provide traffic calming that moderates traffic speed.
- **Safety:** Crossing conflict points are reduced from 6 to 0 compared to a standard diamond. All crashes are reduced by as much as 33% and injury / fatal crashes by as much as 65%.



Example Dumbbell Interchange

Anchorage, AK



Dumbbell (Roundabout) Interchange

Entering traffic yields to traffic in the roundabout

Widened exit ramp reduces queuing

2 Westbound lanes
1 Eastbound lane

Entering traffic yields to traffic in the roundabout

40th Ave N

Widened exit ramp reduces queuing

Alternative 2 Speed

15 and below

15.0 to 30.0

30.0 to 45.0

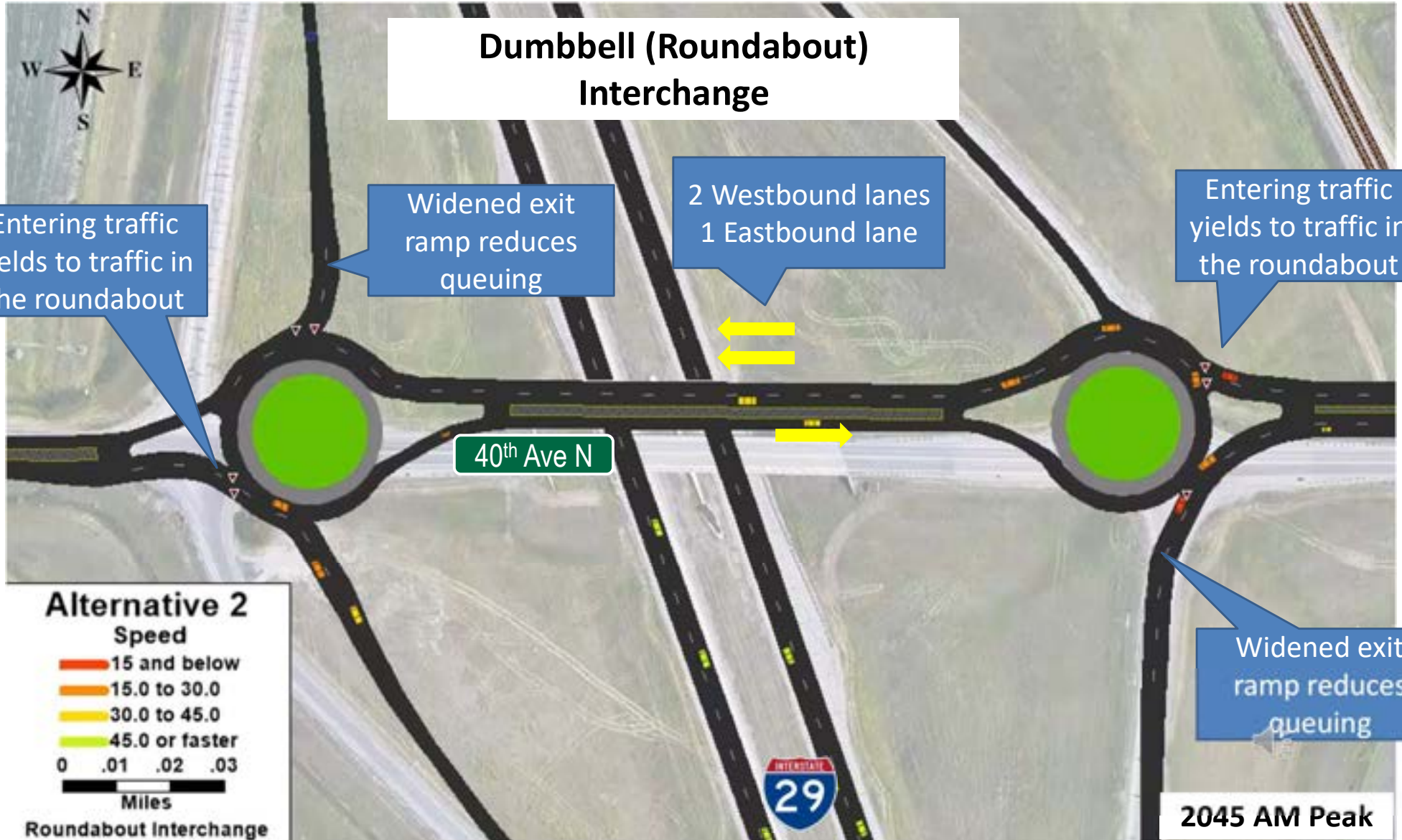
45.0 or faster

0 .01 .02 .03

Miles

Roundabout Interchange

2045 AM Peak



Alternative 3: Diverging Diamond Interchange (DDI)

What is a DDI Interchange?


A DDI crosses traffic from the right side of the roadway to the left side through the interchange, eliminating the need for left-turn traffic signal phases and left turns crossing through vehicle paths. DDIs reduce conflict points where vehicle paths can cross, which reduces crash rates.

Benefits

- **Traffic:** DDIs provide more efficient, two-phase traffic signals and free-flowing left turns for the entrance ramps.
- **Safety:** DDIs cut vehicle conflict points in half (compared to a standard diamond), reducing overall crashes by up to 45% and angle / left-turn crashes by as much as 60%.

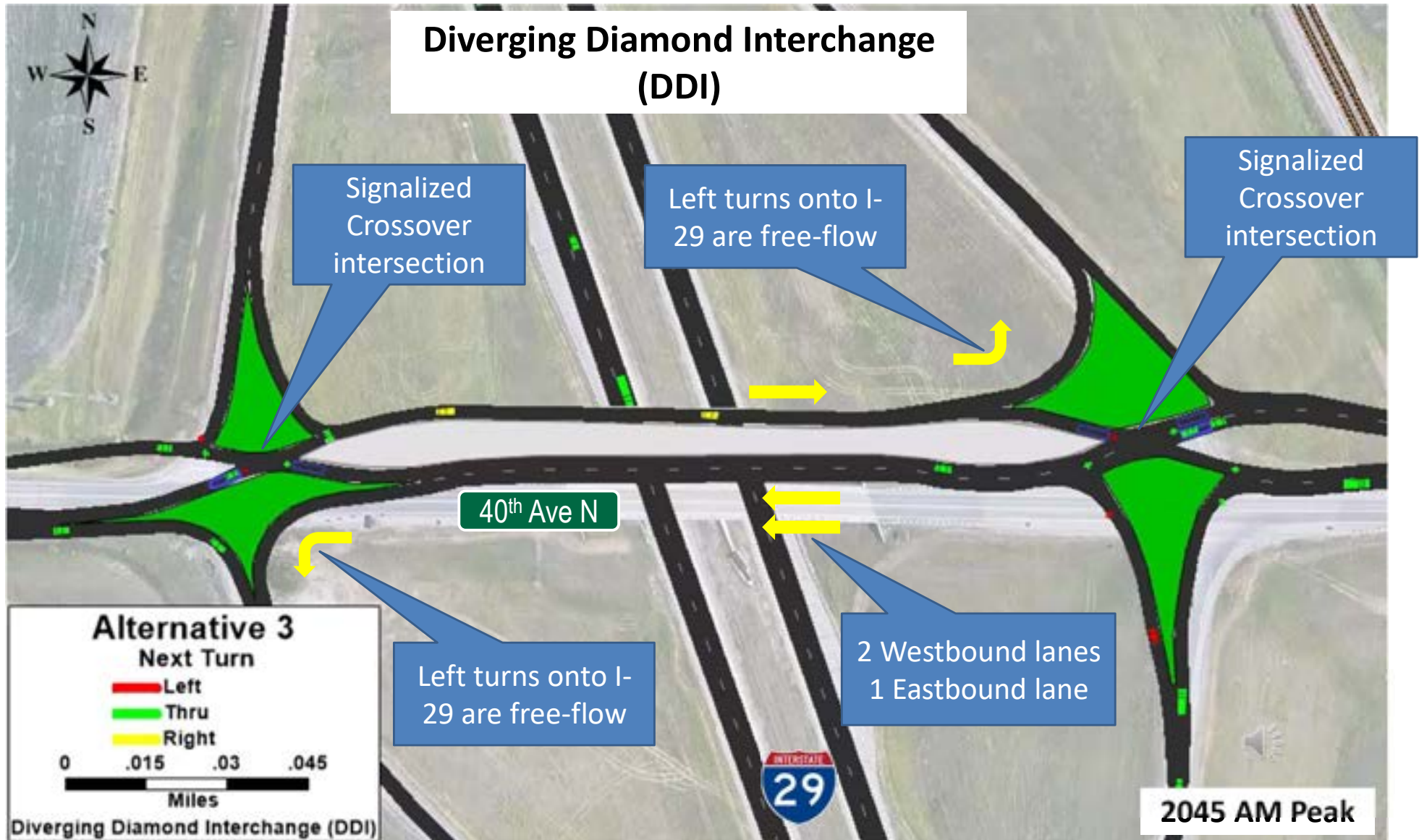


Example DDI Interchange

US 75 (8th Street) at I-94, Moorhead 

The first DDI in the US was opened to traffic in 2013, and more than 150 have been built since.

Diverging Diamond Interchange (DDI)



Alternative 4: Hybrid Roundabout / DDI Interchange

What would this concept include?

The hybrid interchange concept would combine roundabouts at the ramp terminal intersections with the directional flow of a DDI interchange. This would eliminate the need for traffic signals.

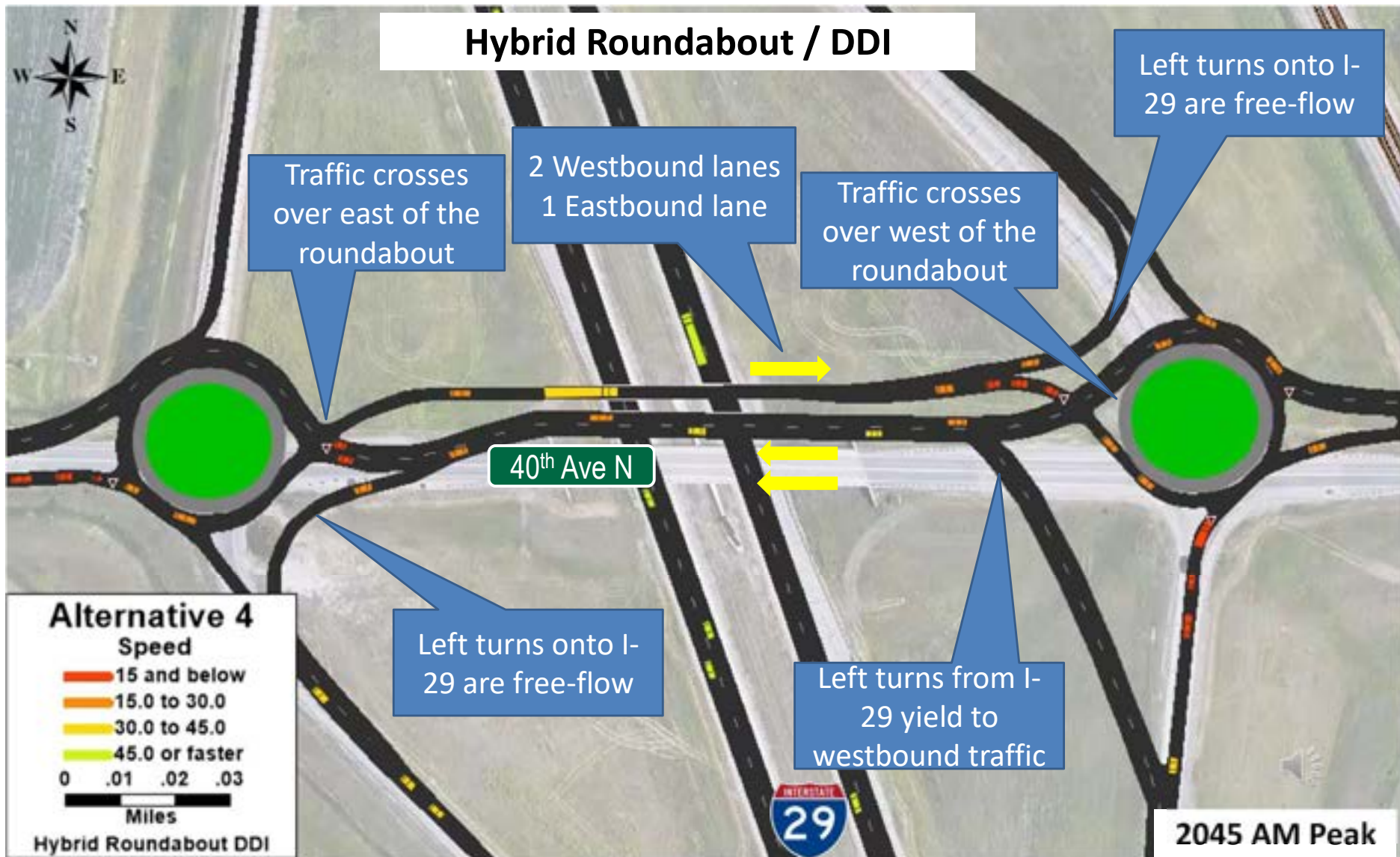
Benefits

- **Traffic:** No traffic signals are required.
- **Safety:** While there is limited real-world safety experience with this concept, it combines the safety aspects of roundabouts and DDI interchanges.



Example Hybrid Roundabout / DDI Interchange

US 50 and State Route 291, Lee Summit, MO



Alternative 5: Partial Cloverleaf Interchange

What is a Partial Cloverleaf Interchange?

A partial cloverleaf interchange (or parclo) relocates left turns from one or more quadrants to free-flow loop ramps. One downside to parclos is the loop ramps are generally low speed and require long merging / accelerating opportunities on the intersecting freeway.

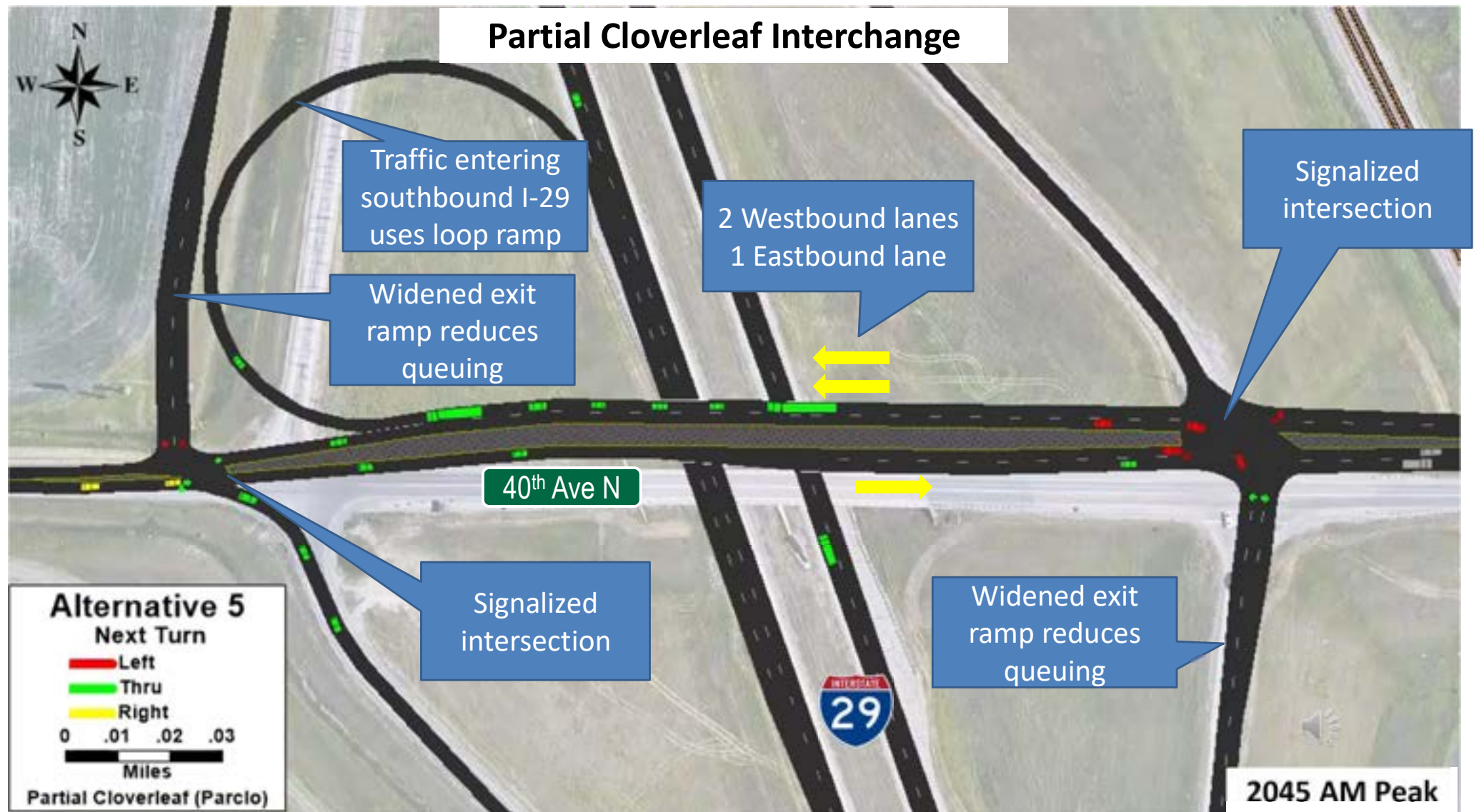
Benefits

- **Traffic:** The loop ramp(s) makes left turns entering the freeway free flow as the exit ramps operate like a normal diamond interchange.
- **Safety:** The parclo reduces left-turn conflicts at the entrance ramps, but they can be confusing for drivers.



Example Parclo Interchange
19th Ave N at I-29, Fargo

Partial Cloverleaf Interchange



Thank You!

NORTH
Dakota | Transportation
Be Legendary.



WELCOME TO PUBLIC INPUT MEETING #1

I-29 AND 40TH AVE NORTH INTERCHANGE FEASIBILITY STUDY

Tuesday, March 14 | 5PM - 7PM



Leave a Comment

Share feedback via written comments on the forms provided at the meeting or via email. Comments will be collected until March 29.



Visit the Project Website

Stay up-to-date on meetings, next steps, and opportunities through the project website - coming soon.



Attend a Future Public Meeting

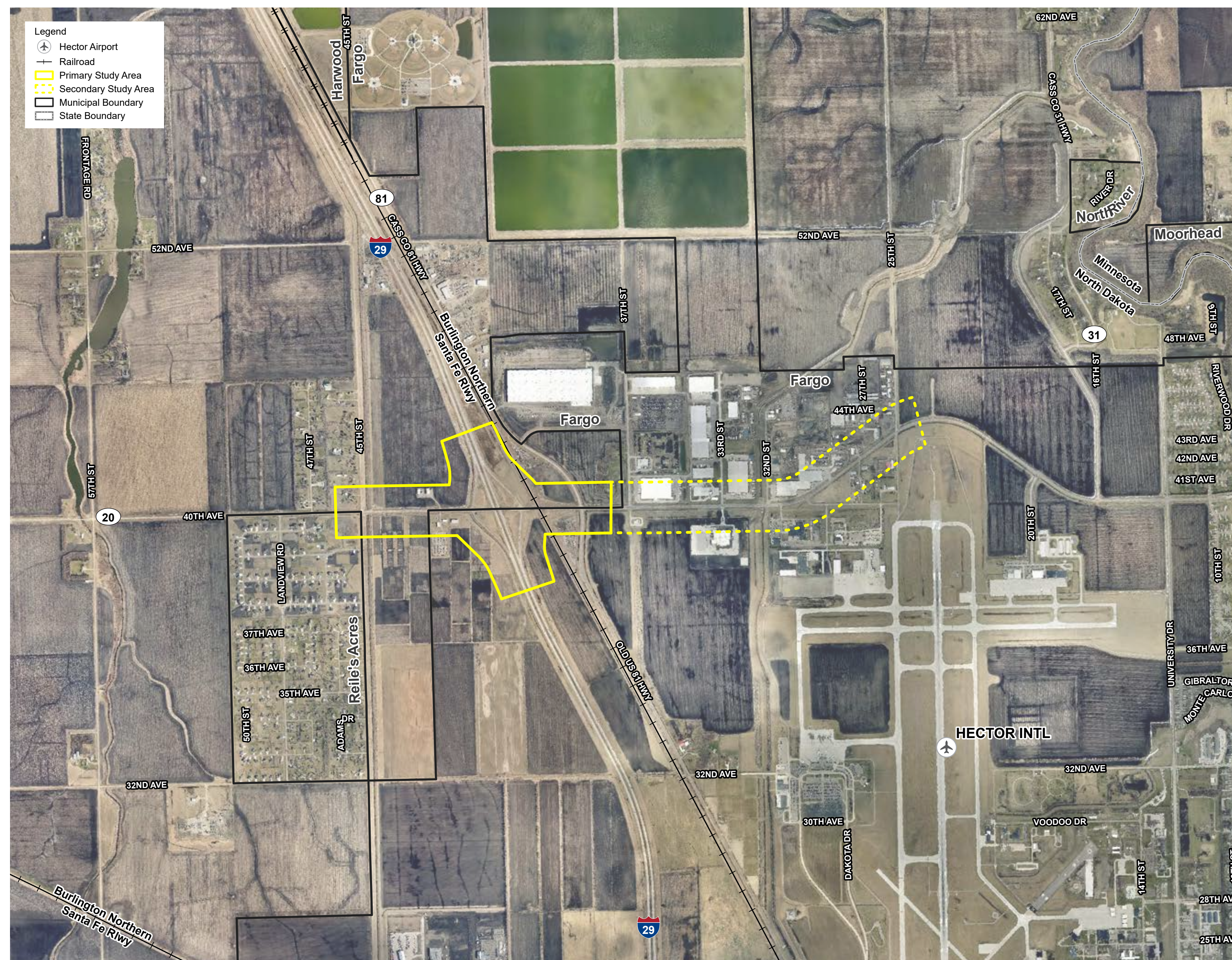
Plan to join us at future meetings. The next meeting is tentatively scheduled for May 2. We will advertise online and throughout the community.

PROJECT BACKGROUND

About the Project

The I-29 and 40th Avenue North interchange has been experiencing significant traffic growth due to new development along both sides of I-29. Traffic volumes are expected to increase. Development is planned west of I-29 in the Reile's Acres residential subdivision, developable land will become available following the completion of the Fargo-Moorhead Flood Diversion, and industrial development is continuing east of I-29.

To address increased roadway capacity and safety concerns, North Dakota Department of Transportation (NDDOT) has decided to complete a feasibility study at the I-29 and 40th Avenue North interchange.



Study Purpose

The purpose of the study is to determine potential interchange alternatives that address traffic, safety, environmental, and functional concerns within the I-29 and 40th Avenue North interchange. Following the feasibility study, an interchange recommendation will be moved forward for preliminary design.



Primary Study Area

The primary study area focuses on the I-29 interchange at 40th Avenue North and the corridor immediately adjacent (40th Avenue North from 45th Street North to Cass Co. Hwy 81).

This area encompasses the footprint of the potential interchange alternatives. Screening for environmental impacts, technical performance, project costs, etc. for each of the interchange alternatives will take place in this area.

Secondary Study Area

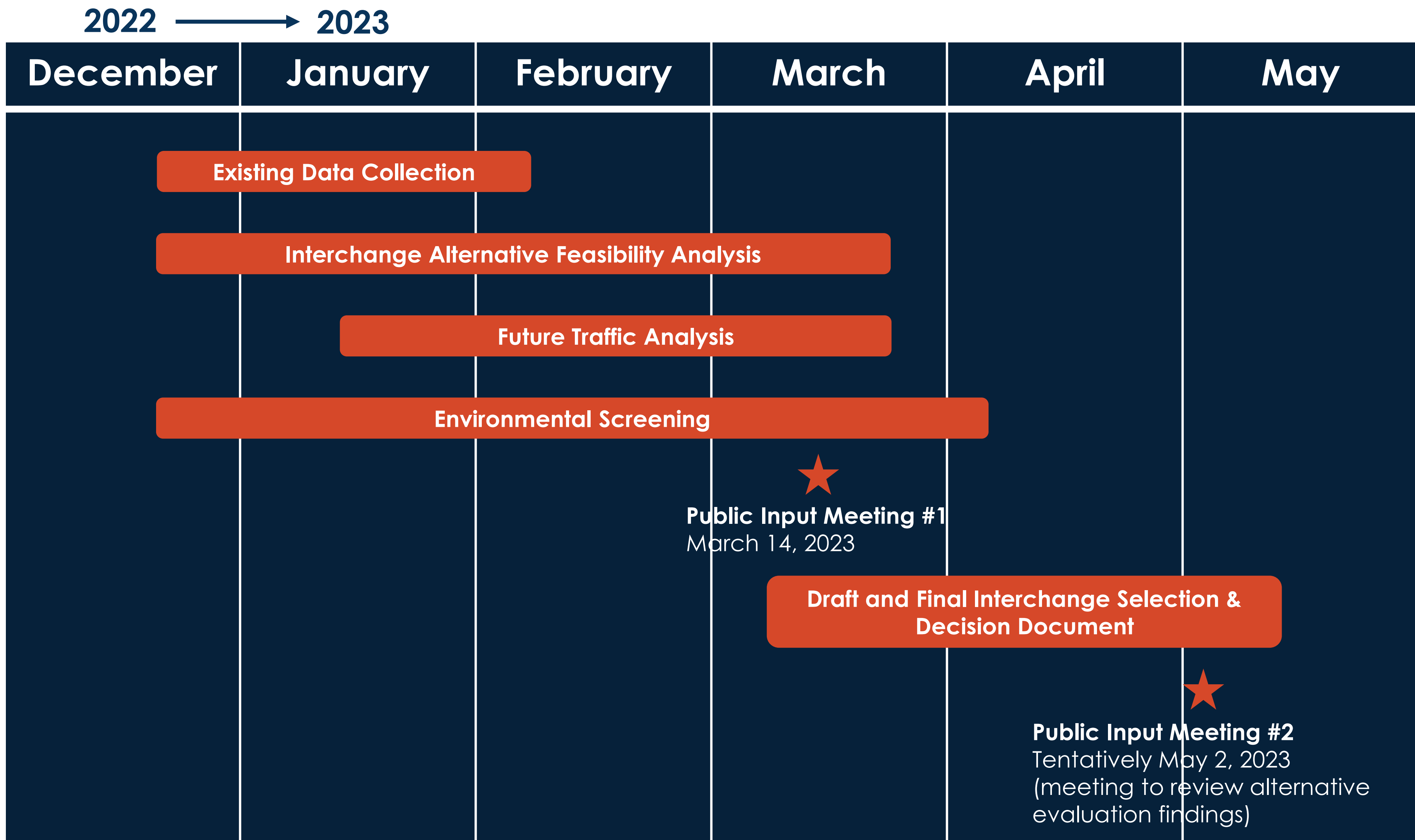
The purpose of the secondary study area is to understand how different interchange alternatives at I-29 and 40th Avenue North might effect the surrounding roadway network functionality. The secondary study area is along 40th Avenue North from Cass Co. Hwy 81 to 25th Street North. This study will not identify or evaluate potential construction within this area.

PROJECT LOGISTICS

Objectives

- 1 Establish common understanding of existing conditions, area needs, and potential opportunities.
- 2 Complete traffic analysis for existing and future conditions at the I-29 and 40th Ave N. interchange and adjacent roadway network.
- 3 Develop feasible interchange alternatives for evaluation and comparison.
- 4 Evaluate interchange alternatives. Consideration will be given to safety improvements, traffic operations, overall cost, environmental impacts, etc.
- 5 Identify an alternative to advance to the next phase of project development.

Schedule

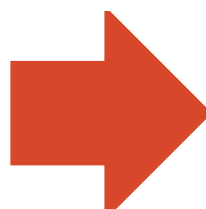


NEPA documentation and preliminary design in 2023/2024.

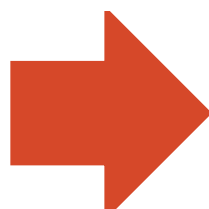
Construction in 2025/2026.

Next Steps

Collect comments from the public regarding existing conditions and conceptional alternatives. Comment period closes on March 29.



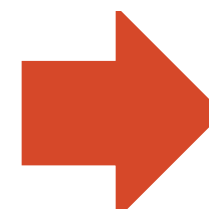
Identify an alternative for advanced evaluation based on technical analysis, environmental screening, and stakeholder input.



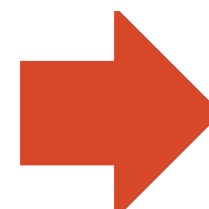
Hold a second public input meeting on May 2nd (tentative) to share the alternatives evaluation results and collect feedback.



Create a draft report for stakeholder comment.

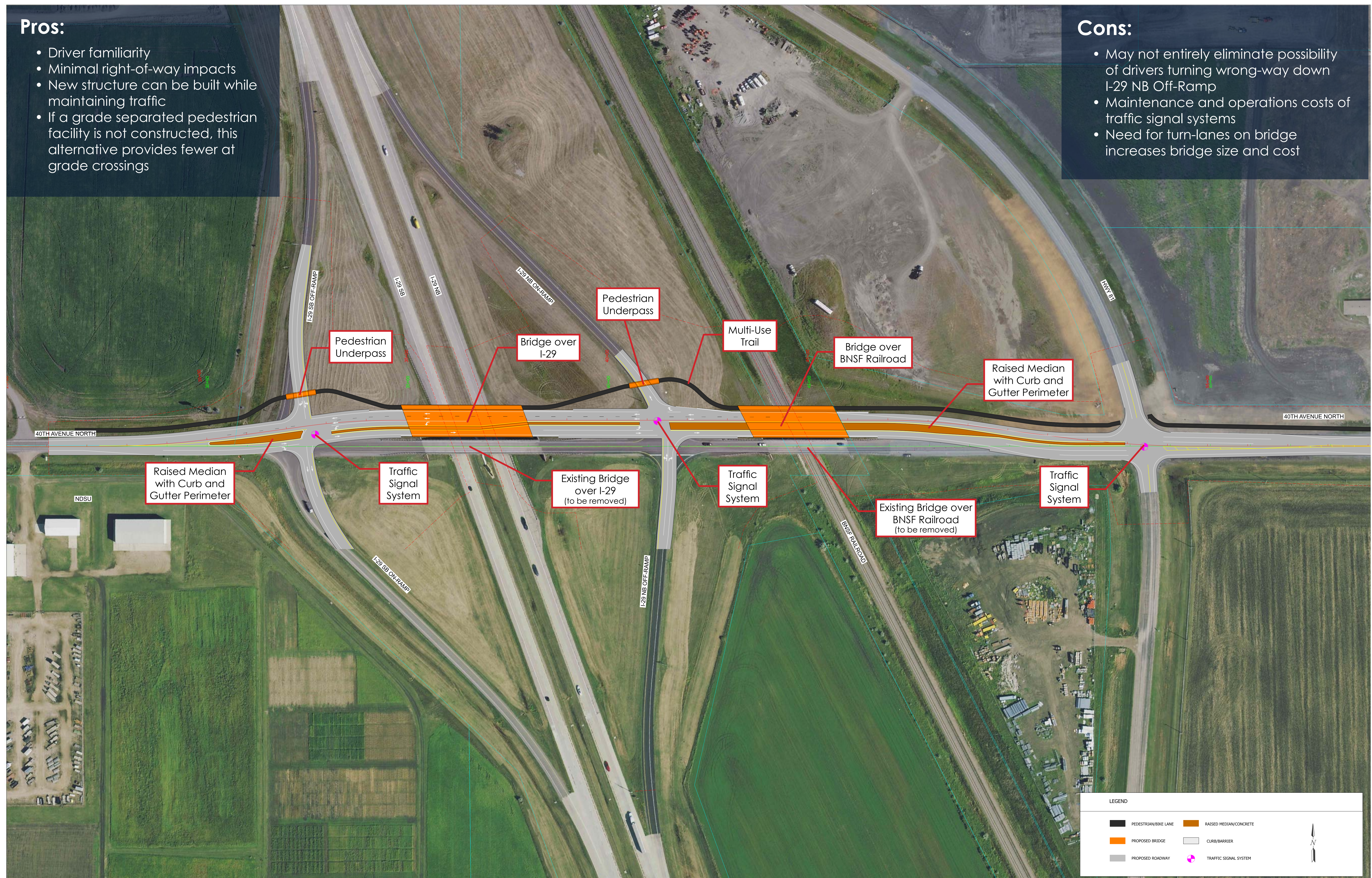


Solicit stakeholder feedback on the draft report.



Finalize recommendations and create a work plan for the next phase of project development.

ALTERNATIVE 1 - STANDARD DIAMOND INTERCHANGE



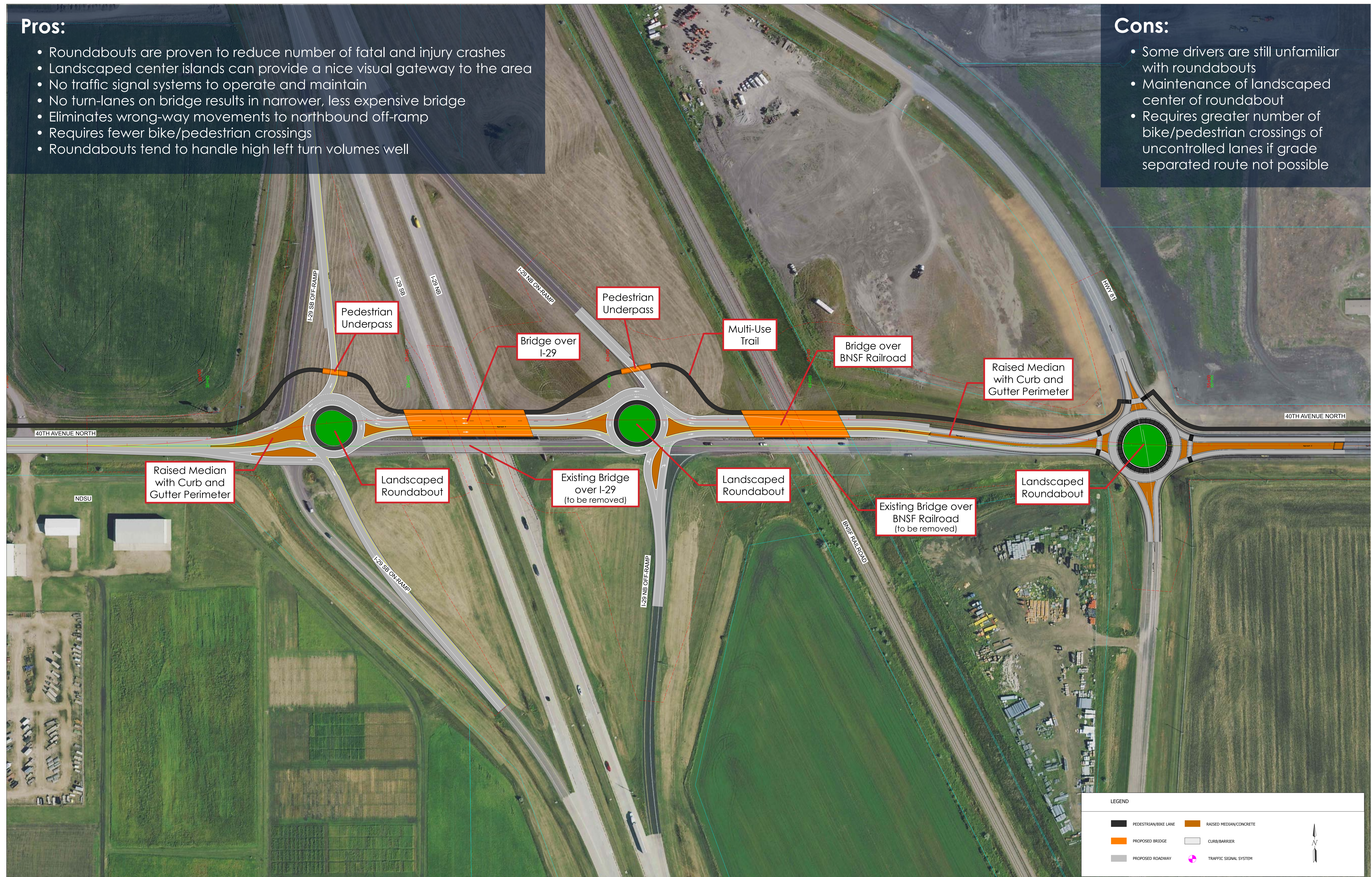
ALTERNATIVE 2 - DUMBBELL INTERCHANGE

Pros:

- Roundabouts are proven to reduce number of fatal and injury crashes
- Landscaped center islands can provide a nice visual gateway to the area
- No traffic signal systems to operate and maintain
- No turn-lanes on bridge results in narrower, less expensive bridge
- Eliminates wrong-way movements to northbound off-ramp
- Requires fewer bike/pedestrian crossings
- Roundabouts tend to handle high left turn volumes well

Cons:

- Some drivers are still unfamiliar with roundabouts
- Maintenance of landscaped center of roundabout
- Requires greater number of bike/pedestrian crossings of uncontrolled lanes if grade separated route not possible



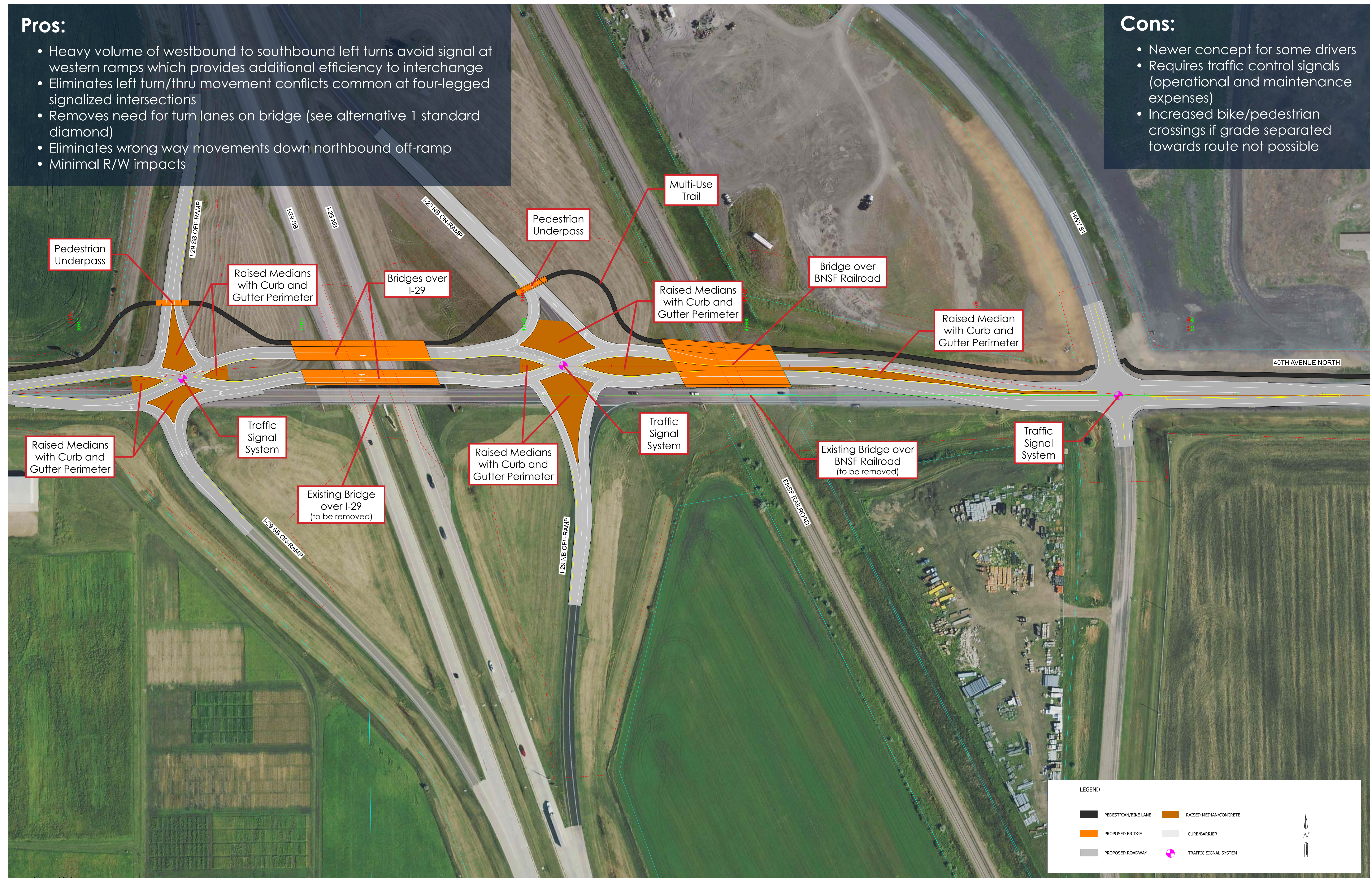
ALTERNATIVE 3 - DIVERGING DIAMOND INTERCHANGE (DDI)

Pros:

- Heavy volume of westbound to southbound left turns avoid signal at western ramps which provides additional efficiency to interchange
- Eliminates left turn/thru movement conflicts common at four-legged signalized intersections
- Removes need for turn lanes on bridge (see alternative 1 standard diamond)
- Eliminates wrong way movements down northbound off-ramp
- Minimal R/W impacts

Cons:

- Newer concept for some drivers
- Requires traffic control signals (operational and maintenance expenses)
- Increased bike/pedestrian crossings if grade separated towards route not possible



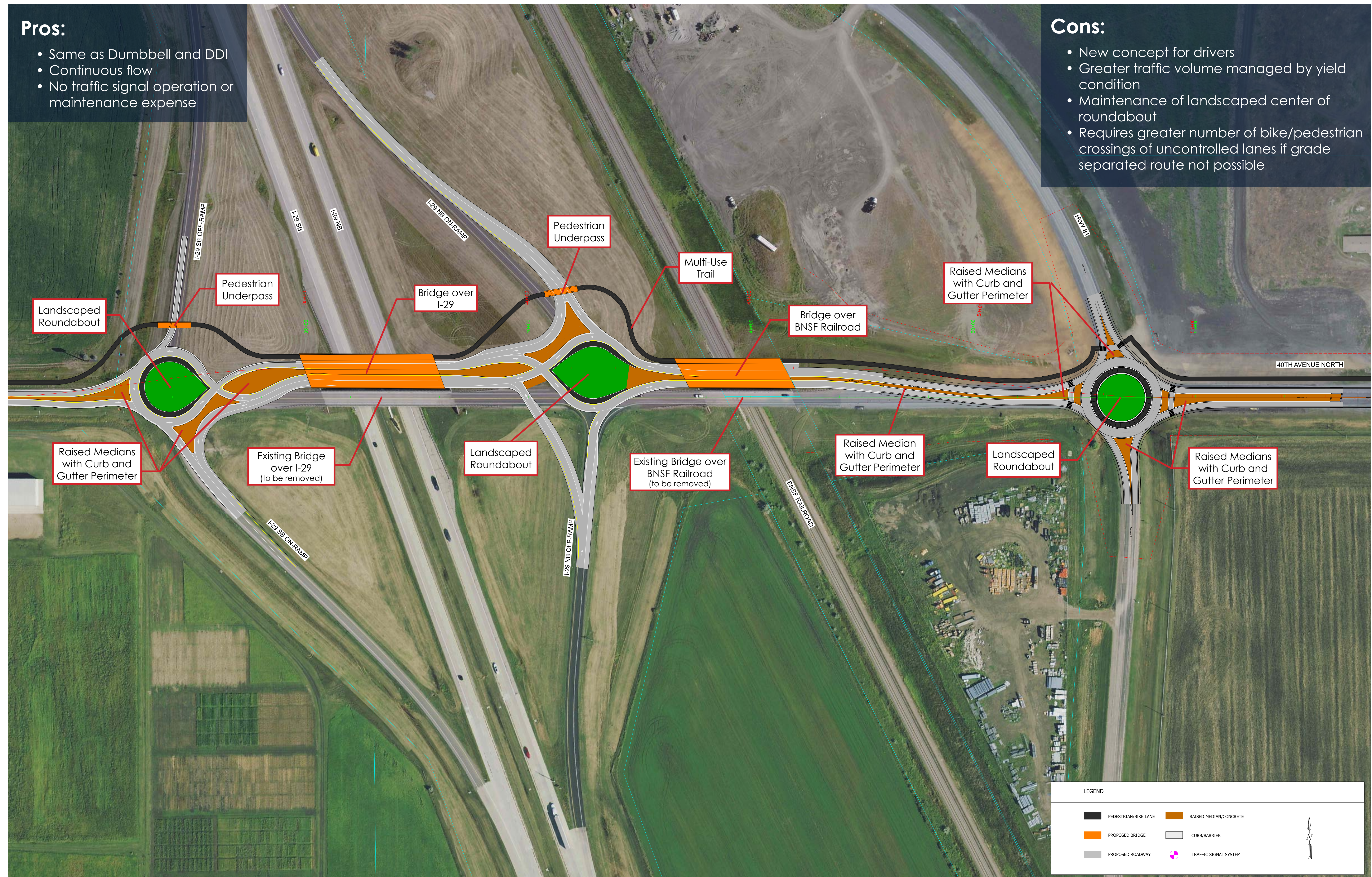
ALTERNATIVE 4 - ROUNDABOUT DDI

Pros:

- Same as Dumbbell and DDI
- Continuous flow
- No traffic signal operation or maintenance expense

Cons:

- New concept for drivers
- Greater traffic volume managed by yield condition
- Maintenance of landscaped center of roundabout
- Requires greater number of bike/pedestrian crossings of uncontrolled lanes if grade separated route not possible



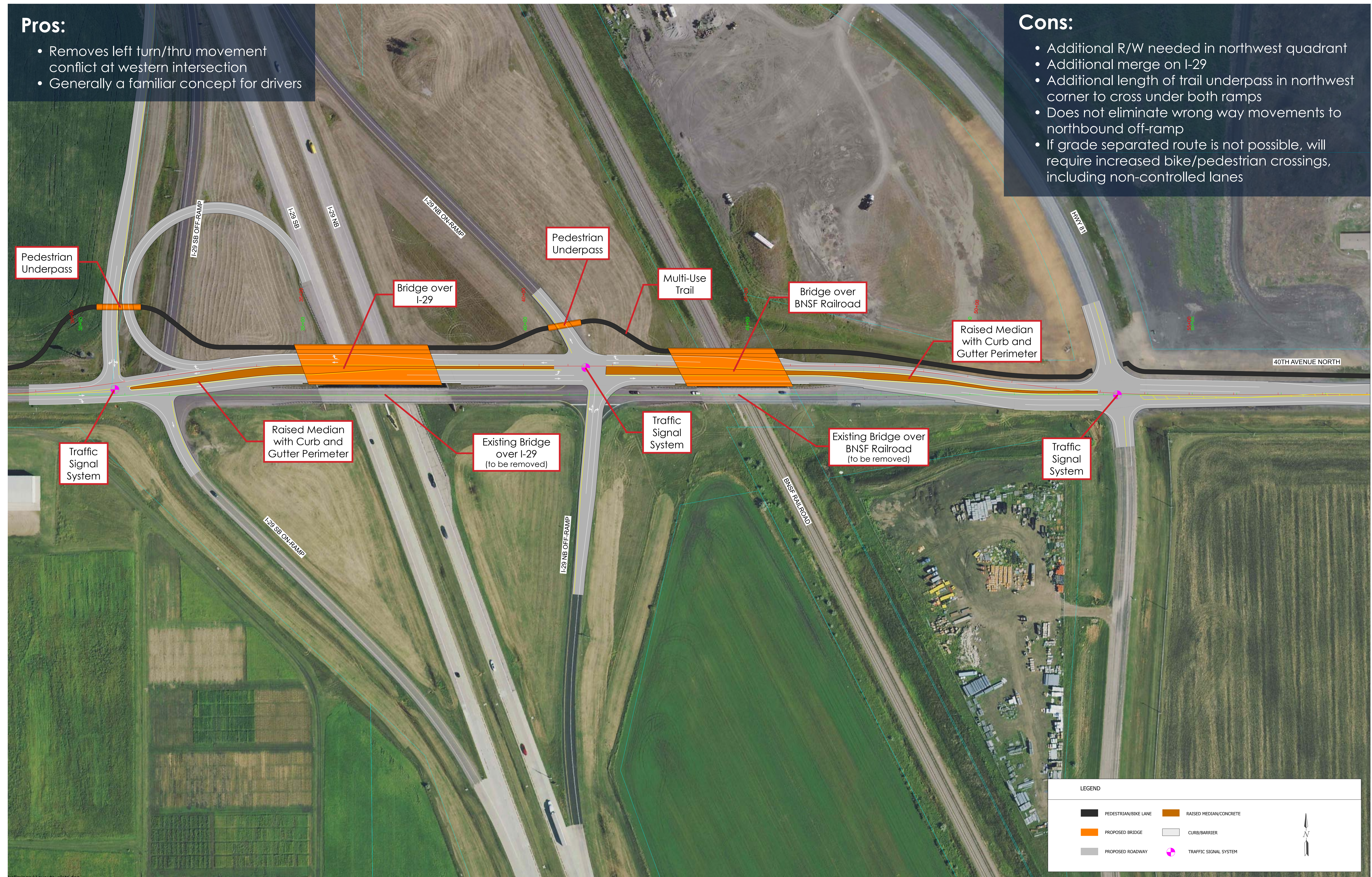
ALTERNATIVE 5 - PARTIAL CLOVERLEAF (PARCLO)

Pros:

- Removes left turn/thru movement conflict at western intersection
- Generally a familiar concept for drivers

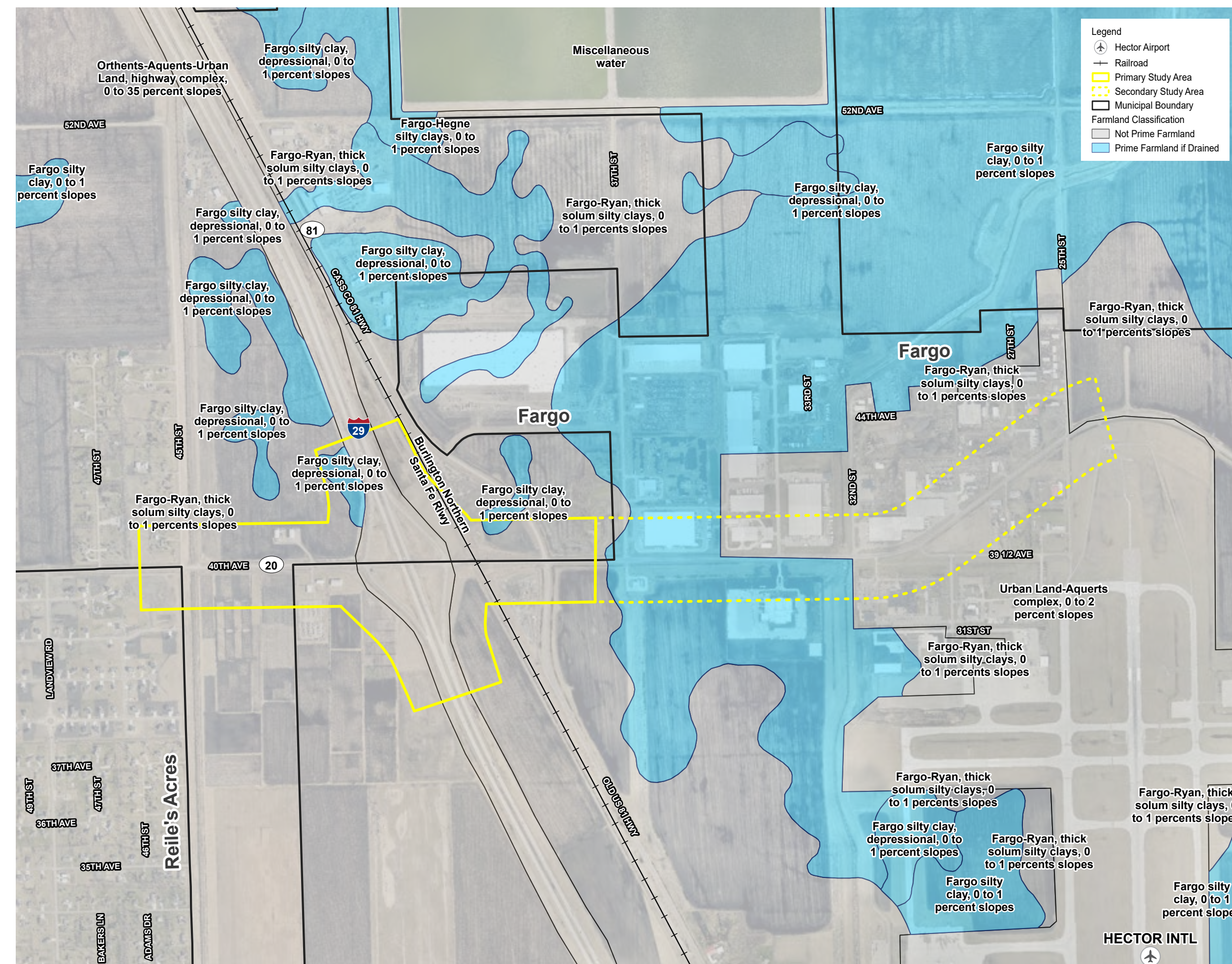
Cons:

- Additional R/W needed in northwest quadrant
- Additional merge on I-29
- Additional length of trail underpass in northwest corner to cross under both ramps
- Does not eliminate wrong way movements to northbound off-ramp
- If grade separated route is not possible, will require increased bike/pedestrian crossings, including non-controlled lanes

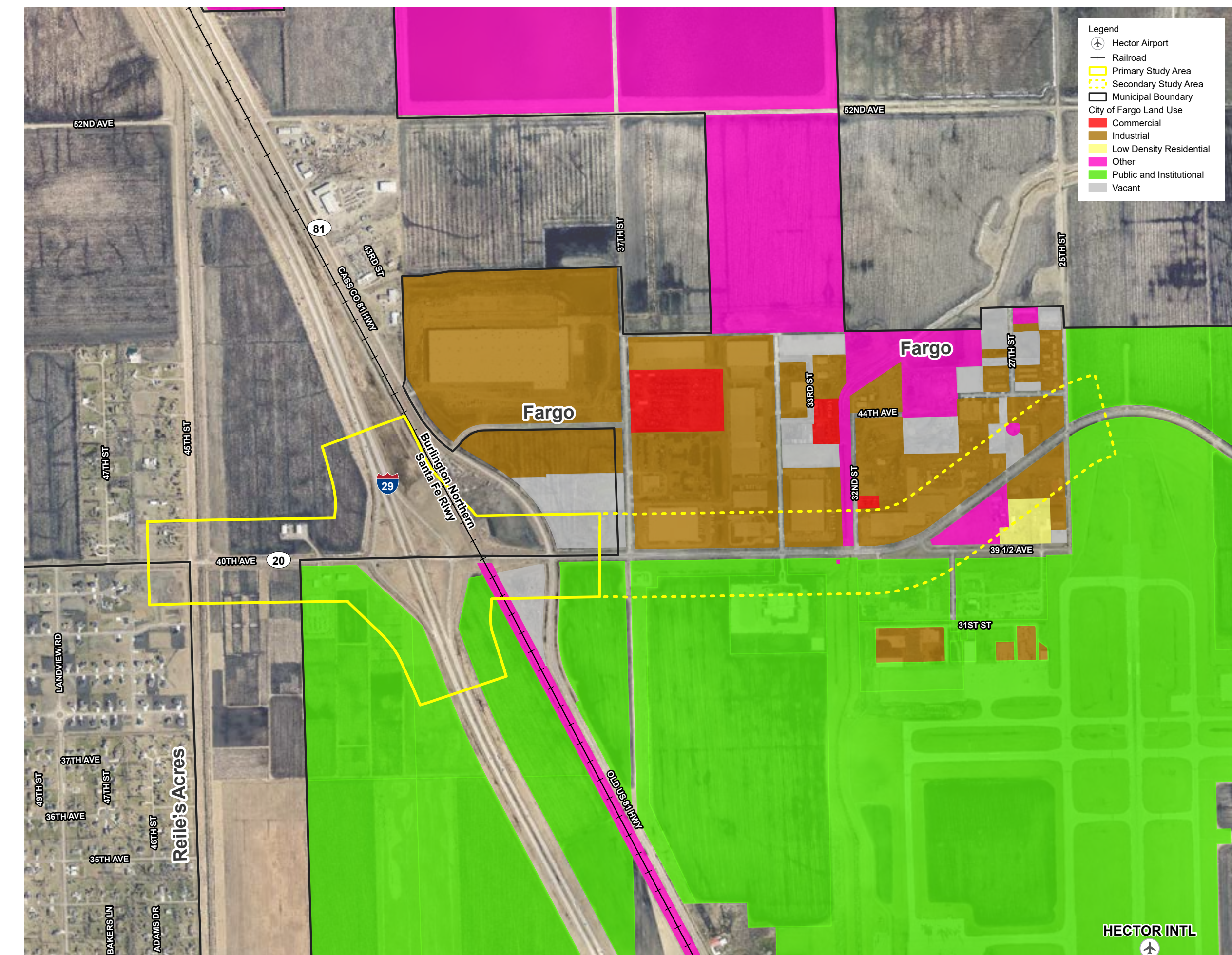


ENVIRONMENTAL BACKGROUND

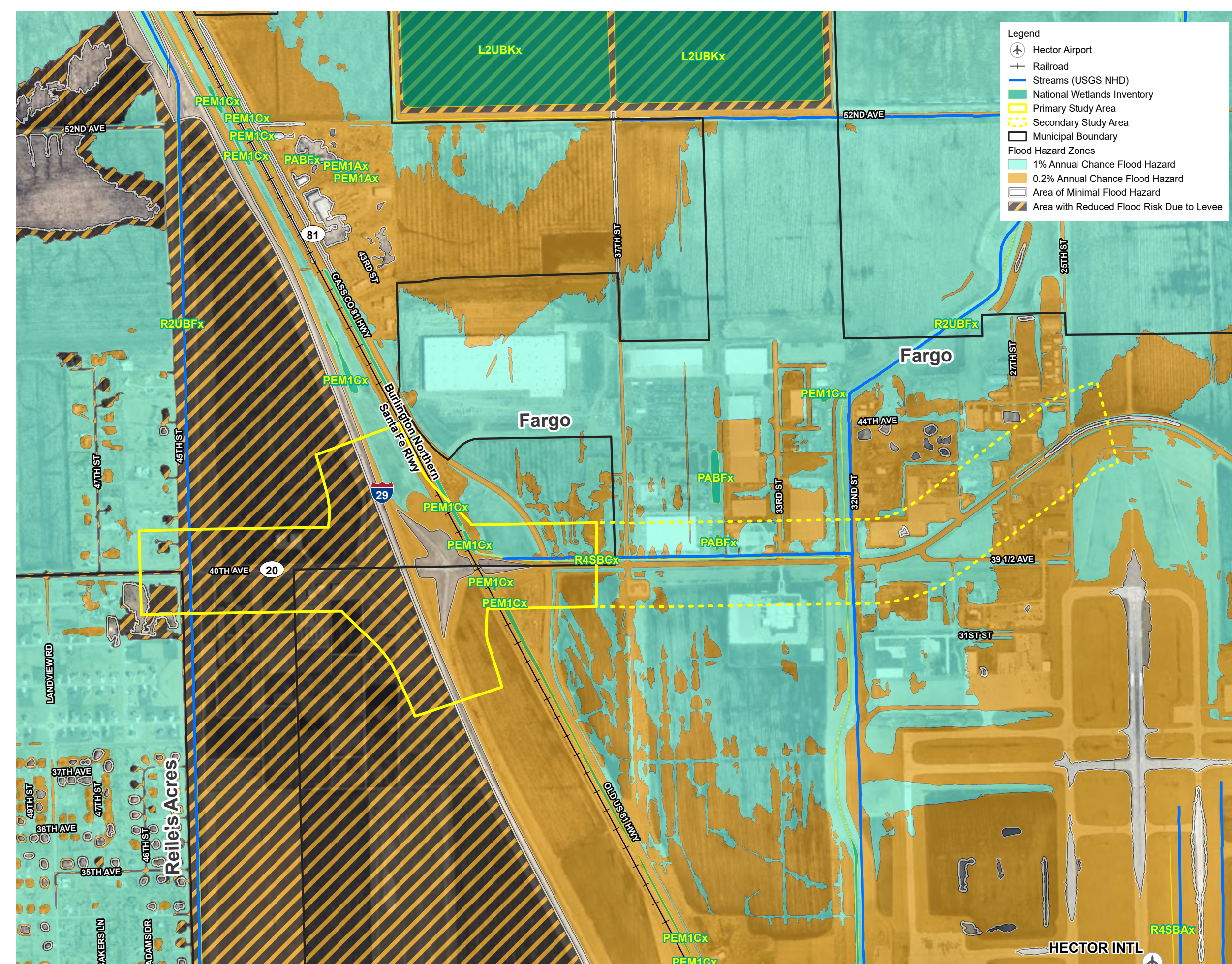
Farmland Classification



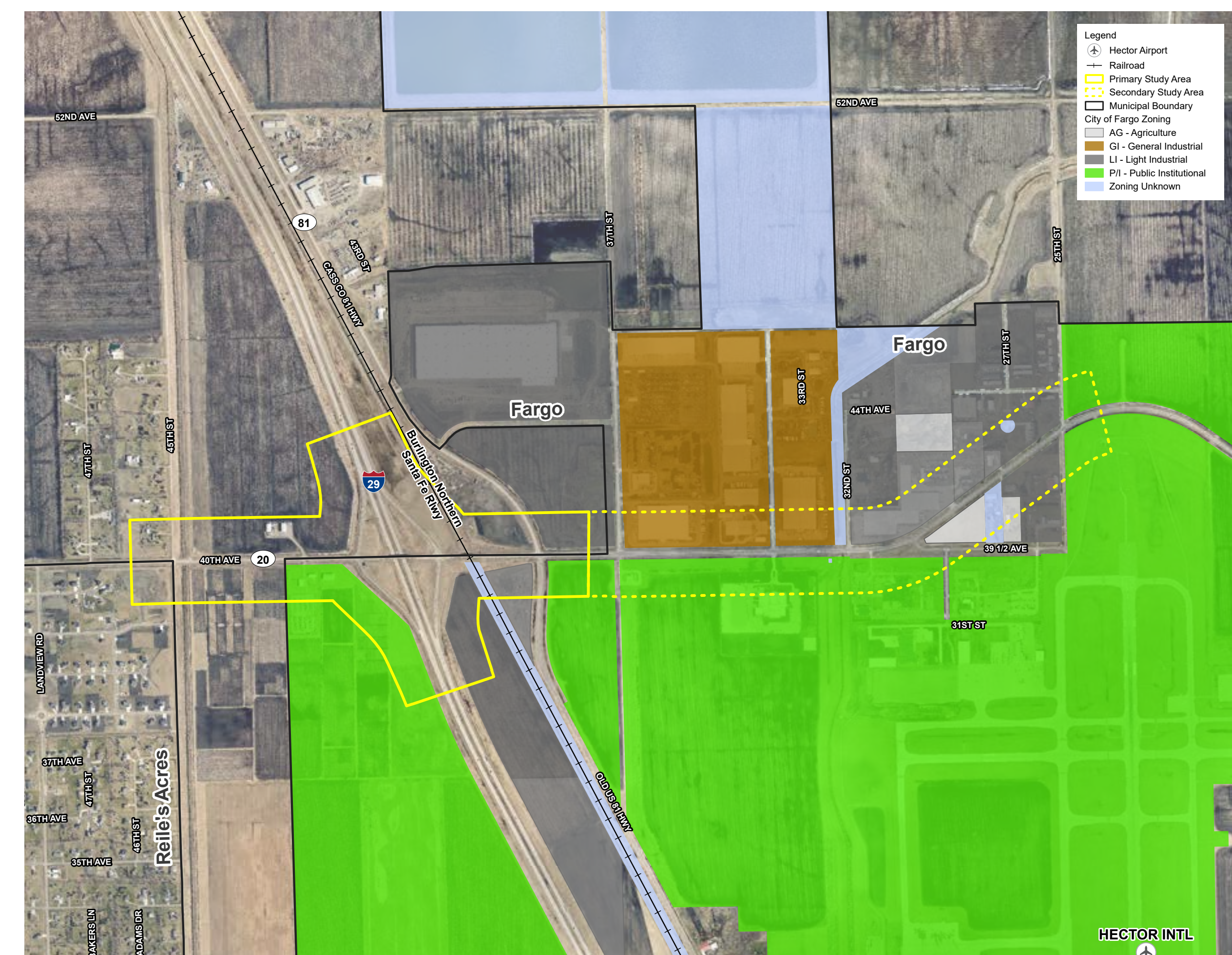
Existing Land Use



Water Resources



Zoning

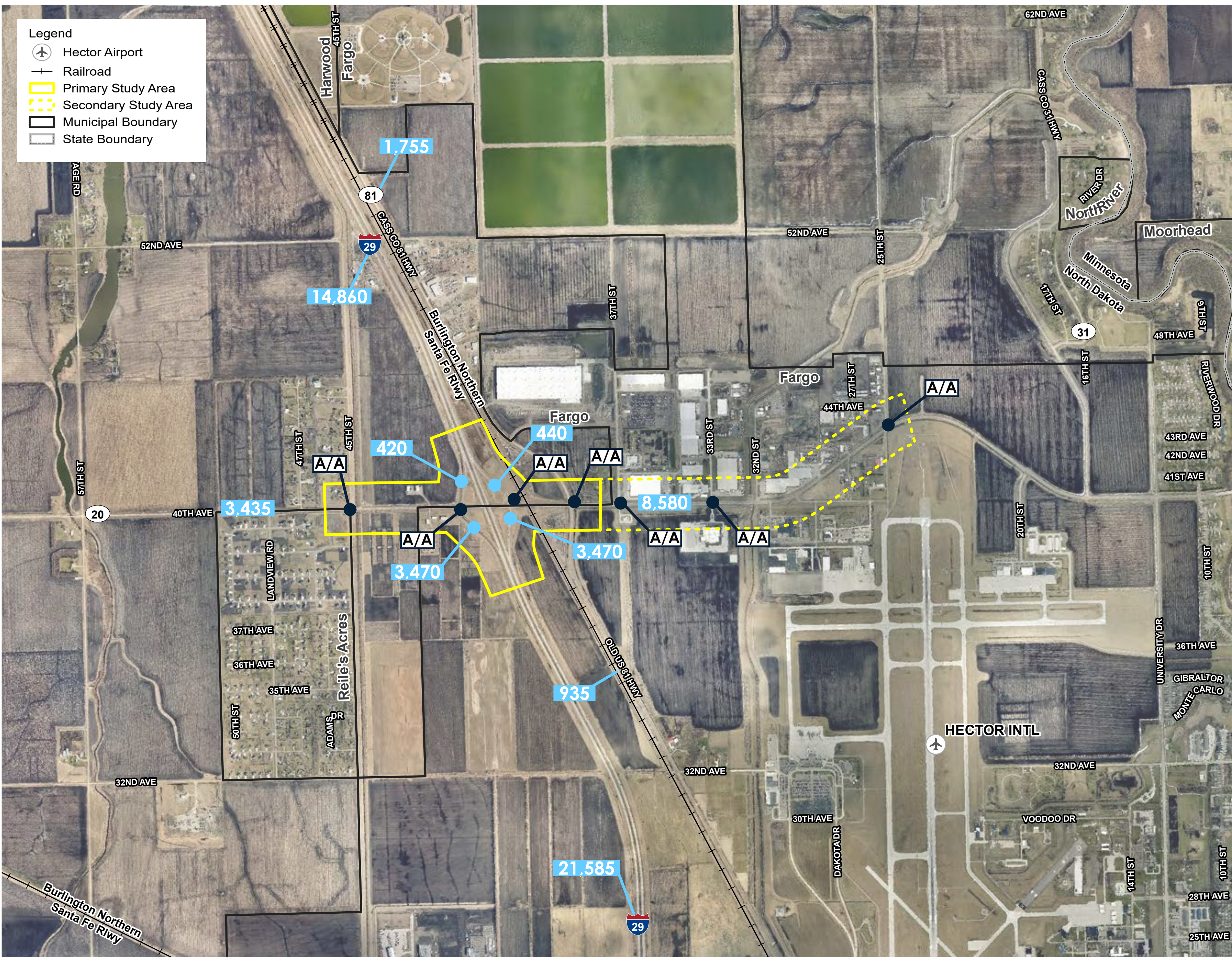


EXISTING 2022 TRAFFIC ANALYSIS

What is LOS?

Intersection Level of Service (LOS) is a measure of traffic flow at intersections. It is dependent upon vehicle delay at the approaches. It ranges from A-F.

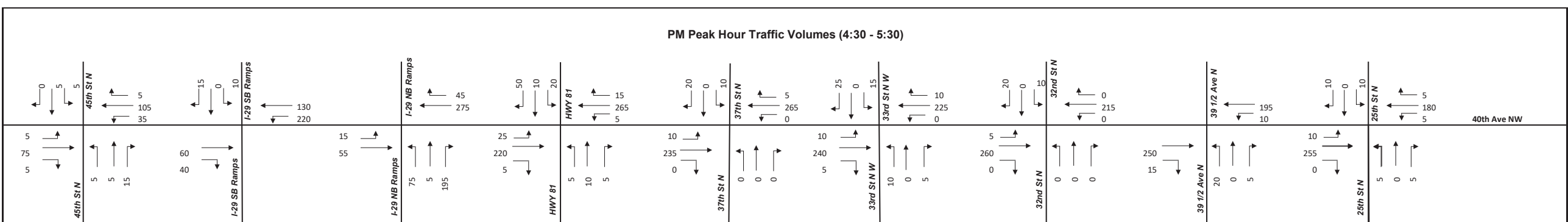
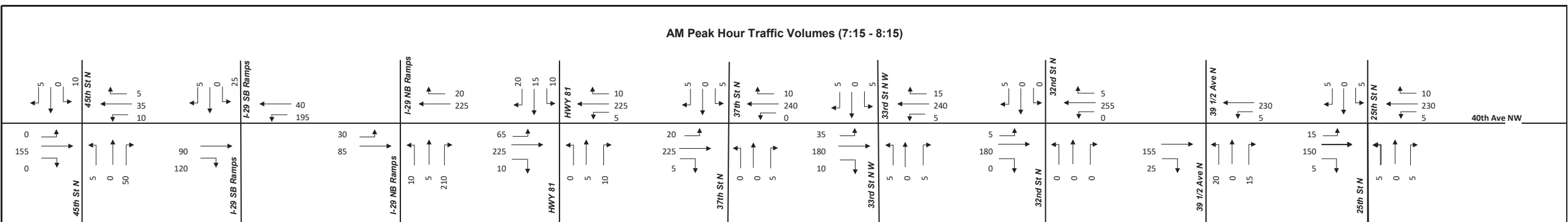
Intersection LOS	Definition
A	Minimal delays.
B	Low levels of delay and queues.
C	Intermittently vehicles wait through more than one signal indication, occasionally backups may develop, traffic flow is still stable and acceptable.
D	Delays at intersections may become extensive, but enough cycles with lower demands occur to permit periodic clearance, preventing excessive backups.
E	Traffic fills intersection capacity, long queues and delays, many vehicles need to wait through more than one green light.
F	Traffic demands exceeds capacity of intersection, very long ques and delays, most vehicles need to wait through more than one green light.



X/X Intersection LOS
AM/PM Peak Hours
, ### Existing Average
Daily Traffic Volumes

The figure above shows the average daily traffic as it is today. The LOS at the intersections and interchange is currently operating with an LOS of A.

Existing Peak Hour Turning Movement Counts

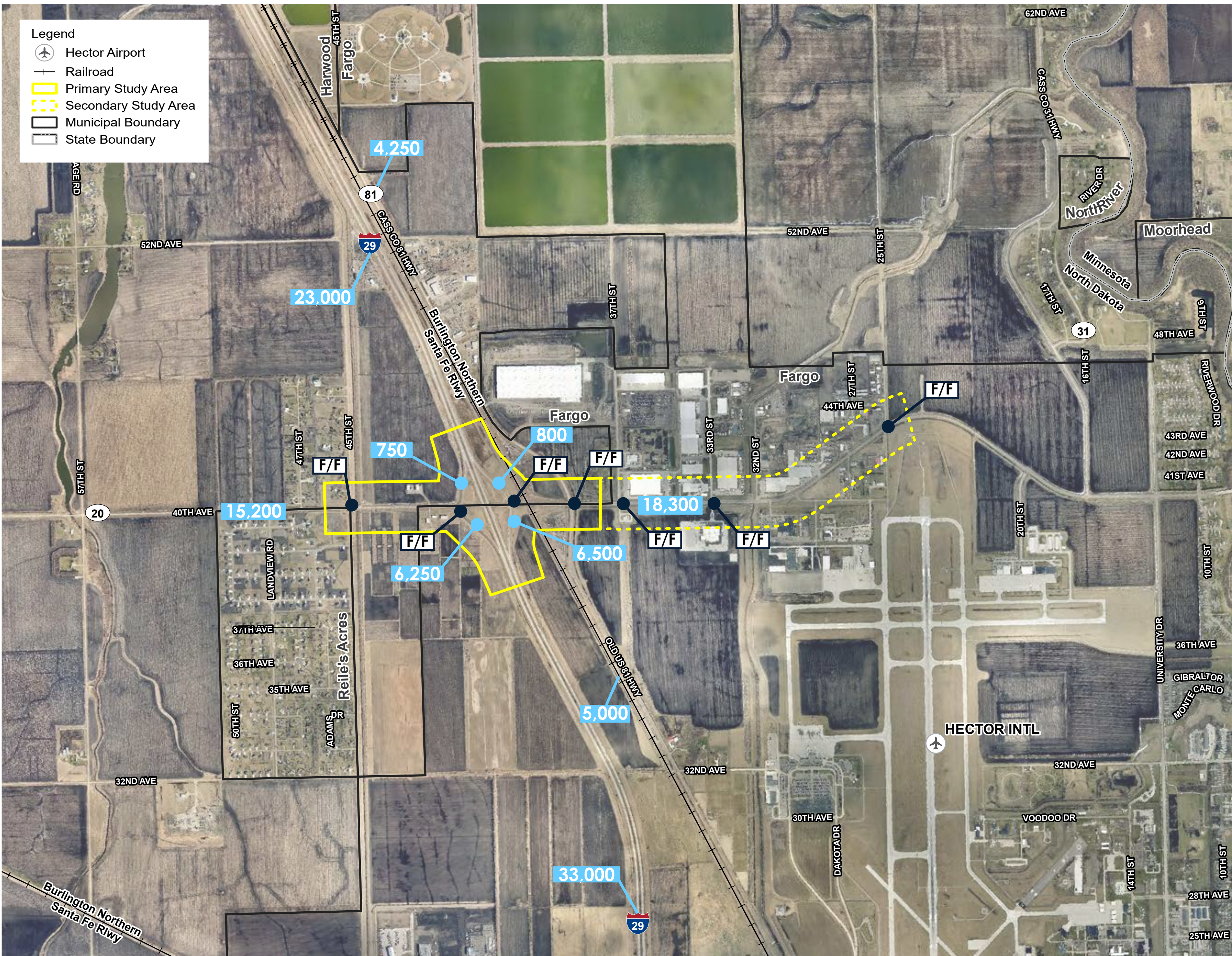


FUTURE 2045 TRAFFIC ANALYSIS - NO BUILD

What is LOS?

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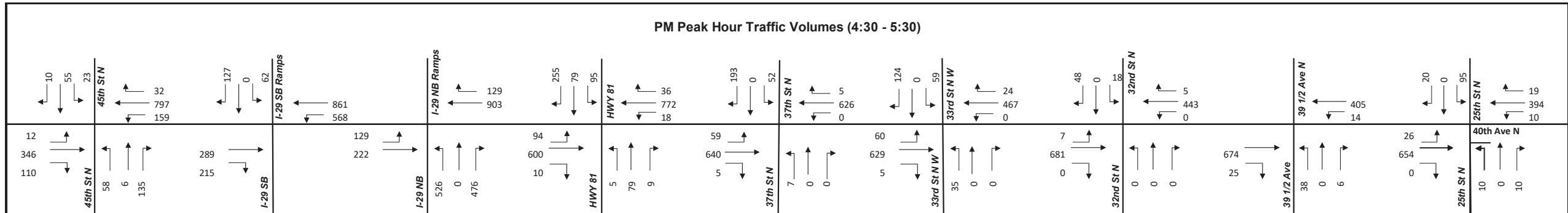
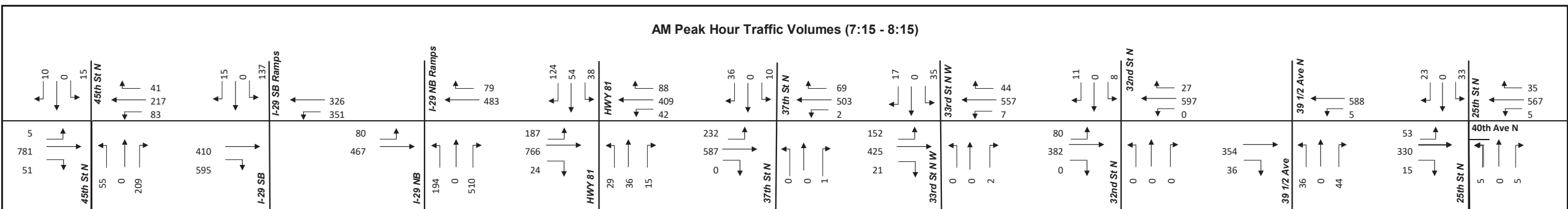


X/X Intersection LOS
AM/PM Peak Hours

#,### Existing Average
Daily Traffic Volumes

The figure above shows the average daily traffic expected in the year 2045. The LOS is based on if no improvements to the interchange or corridor were made. As you can see, every intersection breaks down with an LOS F.

2045 Forecast Peak Hour Turning Movement Counts



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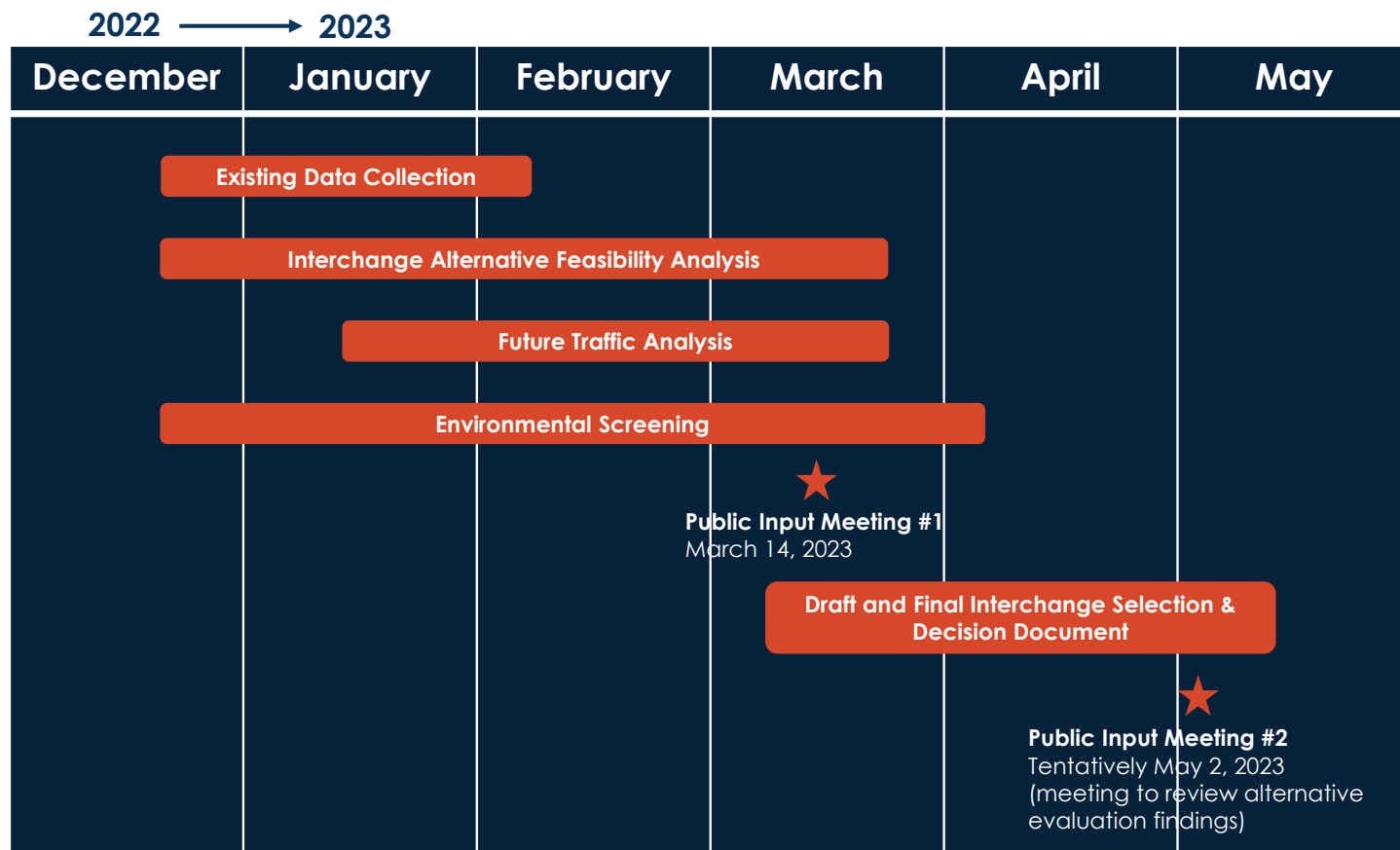
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PUBLIC INPUT MEETING #1 | March 14, 2023

Schedule



Contact Us

Pat McGraw, Stantec Project Manager
pat.mcgraw@stantec.com | (612) 712-2088

Chad Frisinger, NDDOT Section Leader - Design Division
cfrising@nd.gov | (701) 328-2558

Jennifer Kern, NDDOT Transportation Engineer
jennifer.kern@nd.gov | (701) 231-1075

Stay Involved

Visit the Project Website

Stay up-to-date on meetings, next steps, and opportunities through the project website - coming soon.

Attend a Future Public Meeting

The next meeting is tentatively scheduled for May 2, 2023.



A Citizen's Guide to Understanding Stormwater



EPA 833-B-03-002

January 2003

Internet Address (URL) • HTTP://www.epa.gov
Recycled/Recyclable • Printed With Vegetable
Oil Based Inks on 100% Postconsumer
Process Chlorine Free Recycled Paper

or visit
www.epa.gov/nps/stormwater
www.epa.gov/nps

www.dot.nd.gov

Be Legendary.
North Dakota | Transportation

For more information contact:



After the Storm

What is stormwater runoff?



Stormwater runoff occurs when precipitation from rain or snowmelt flows over the ground. Impervious surfaces like driveways, sidewalks, and streets prevent stormwater from naturally soaking into the ground.

Why is stormwater runoff a problem?



Stormwater can pick up debris, chemicals, dirt, and other pollutants and flow into a storm sewer system or directly to a lake, stream, river, wetland, or coastal water. Anything that enters a storm sewer system is discharged untreated into the waterbodies we use for swimming, fishing, and providing drinking water.

The effects of pollution

Polluted stormwater runoff can have many adverse effects on plants, fish, animals, and people.

- ◆ Sediment can cloud the water and make it difficult or impossible for aquatic plants to grow. Sediment also can destroy aquatic habitats.
- ◆ Excess nutrients can cause algae blooms. When algae die, they sink to the bottom and decompose in a process that removes oxygen from the water. Fish and other aquatic organisms can't exist in water with low dissolved oxygen levels.
- ◆ Bacteria and other pathogens can wash into swimming areas and create health hazards, often making beach closures necessary.
- ◆ Debris—plastic bags, six-pack rings, bottles, and cigarette butts—washed into waterbodies can choke, suffocate, or disable aquatic life like ducks, fish, turtles, and birds.
- ◆ Household hazardous wastes like insecticides, pesticides, paint, solvents, used motor oil, and other auto fluids can poison aquatic life. Land animals and people can become sick or die from eating diseased fish and shellfish or ingesting polluted water.



- ◆ Polluted stormwater often affects drinking water sources. This, in turn, can affect human health and increase drinking water treatment costs.

Stormwater Pollution Solutions

Residential

Recycle or properly dispose of household products that contain chemicals, such as insecticides, pesticides, paint, solvents, and used motor oil and other auto fluids. Don't pour them onto the ground or into storm drains.

Lawn care

Excess fertilizers and pesticides applied to lawns and gardens wash off and pollute streams. In addition, yard clippings and leaves can wash into storm drains and contribute nutrients and organic matter to streams.

- ◆ Don't overwater your lawn. Consider using a soaker hose instead of a sprinkler.
- ◆ Use pesticides and fertilizers sparingly. When use is necessary, use these chemicals in the recommended amounts. Use organic mulch or safer pest control methods whenever possible.
- ◆ Compost or mulch yard waste. Don't leave it in the street or sweep it into storm drains or streams.
- ◆ Cover piles of dirt or mulch being used in landscaping projects.



Septic systems

Leaking and poorly maintained septic systems release nutrients and pathogens (bacteria and viruses) that can be picked up by stormwater and discharged into nearby waterbodies. Pathogens can cause public health problems and environmental concerns.

- ◆ Inspect your system every 3 years and pump your tank as necessary (every 3 to 5 years).
- ◆ Don't dispose of household hazardous waste in sinks or toilets.



Auto care

Washing your car and degreasing auto parts at home can send detergents and other contaminants through the storm sewer system. Dumping automotive fluids into storm drains has the same result as dumping the materials directly into a waterbody.

- ◆ Use a commercial car wash that treats or recycles its wastewater, or wash your car on your yard so the water infiltrates into the ground.
- ◆ Repair leaks and dispose of used auto fluids and batteries at designated drop-off or recycling locations.



Pet waste

Pet waste can be a major source of bacteria and excess nutrients in local waters.

- ◆ When walking your pet, remember to pick up the waste and dispose of it properly. Flushing pet waste is the best disposal method. Leaving pet waste on the ground increases public health risks by allowing harmful bacteria and nutrients to wash into the storm drain and eventually into local waterbodies.



Residential landscaping

Permeable Pavement—Traditional concrete and asphalt don't allow water to soak into the ground. Instead these surfaces rely on storm drains to divert unwanted water. Permeable pavement systems allow rain and snowmelt to soak through, decreasing stormwater runoff.

Rain Barrels—You can collect rainwater from rooftops in mosquito-proof containers. The water can be used later on lawn or garden areas.

Rain Gardens and Grassy Swales—Specially designed areas planted with native plants can provide natural places for rainwater to collect and soak into the ground. Rain from rooftop areas or paved areas can be diverted into these areas rather than into storm drains.

Vegetated Filter Strips—Filter strips are areas of native grass or plants created along roadways or streams. They trap the pollutants stormwater picks up as it flows across driveways and streets.



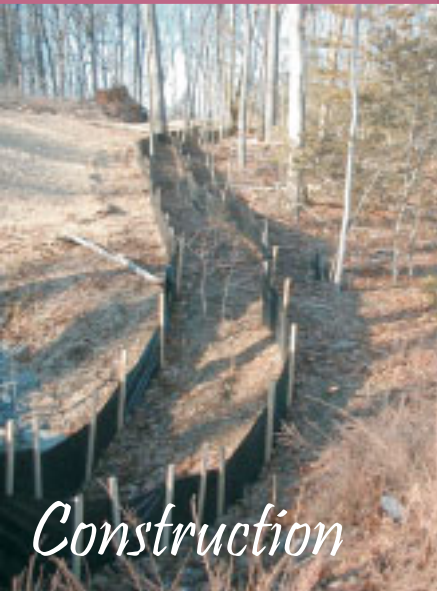
Commercial

Dirt, oil, and debris that collect in parking lots and paved areas can be washed into the storm sewer system and eventually enter local waterbodies.

- ◆ Sweep up litter and debris from sidewalks, driveways and parking lots, especially around storm drains.
- ◆ Cover grease storage and dumpsters and keep them clean to avoid leaks.
- ◆ Report any chemical spill to the local hazardous waste cleanup team. They'll know the best way to keep spills from harming the environment.

Erosion controls that aren't maintained can cause excessive amounts of sediment and debris to be carried into the stormwater system. Construction vehicles can leak fuel, oil, and other harmful fluids that can be picked up by stormwater and deposited into local waterbodies.

- ◆ Divert stormwater away from disturbed or exposed areas of the construction site.
- ◆ Install silt fences, vehicle mud removal areas, vegetative cover, and other sediment and erosion controls and properly maintain them, especially after rainstorms.
- ◆ Prevent soil erosion by minimizing disturbed areas during construction projects, and seed and mulch bare areas as soon as possible.



Construction

Agriculture

Lack of vegetation on streambanks can lead to erosion. Overgrazed pastures can also contribute excessive amounts of sediment to local waterbodies. Excess fertilizers and pesticides can poison aquatic animals and lead to destructive algae blooms. Livestock in streams can contaminate waterways with bacteria, making them unsafe for human contact.

- ◆ Keep livestock away from streambanks and provide them a water source away from waterbodies.
- ◆ Store and apply manure away from waterbodies and in accordance with a nutrient management plan.
- ◆ Vegetate riparian areas along waterways.
- ◆ Rotate animal grazing to prevent soil erosion in fields.
- ◆ Apply fertilizers and pesticides according to label instructions to save money and minimize pollution.



Forestry

Improperly managed logging operations can result in erosion and sedimentation.

- ◆ Conduct preharvest planning to prevent erosion and lower costs.
- ◆ Use logging methods and equipment that minimize soil disturbance.
- ◆ Plan and design skid trails, yard areas, and truck access roads to minimize stream crossings and avoid disturbing the forest floor.
- ◆ Construct stream crossings so that they minimize erosion and physical changes to streams.
- ◆ Expedite revegetation of cleared areas.



Automotive Facilities



Uncovered fueling stations allow spills to be washed into storm drains. Cars waiting to be repaired can leak fuel, oil, and other harmful fluids that can be picked up by stormwater.

- ◆ Clean up spills immediately and properly dispose of cleanup materials.
- ◆ Provide cover over fueling stations and design or retrofit facilities for spill containment.
- ◆ Properly maintain fleet vehicles to prevent oil, gas, and other discharges from being washed into local waterbodies.
- ◆ Install and maintain oil/water separators.

Stormwater and the Construction Industry

Protect Natural Features



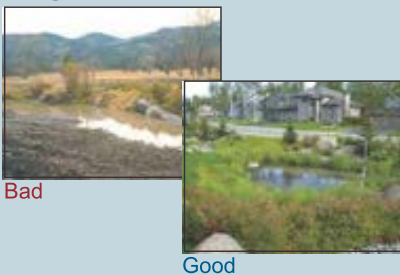
- Minimize clearing.
- Minimize the amount of exposed soil.
- Identify and protect areas where existing vegetation, such as trees, will not be disturbed by construction activity.
- Protect streams, stream buffers, wild woodlands, wetlands, or other sensitive areas from any disturbance or construction activity by fencing or otherwise clearly marking these areas.

Construction Phasing



- Sequence construction activities so that the soil is not exposed for long periods of time.
- Schedule or limit grading to small areas.
- Install key sediment control practices before site grading begins.
- Schedule site stabilization activities, such as landscaping, to be completed immediately after the land has been graded to its final contour.

Vegetative Buffers



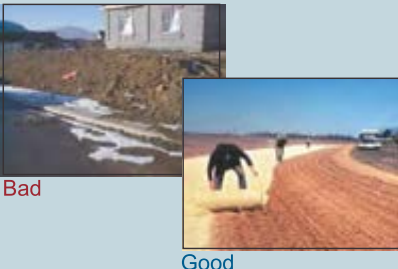
- Protect and install vegetative buffers along waterbodies to slow and filter stormwater runoff.
- Maintain buffers by mowing or replanting periodically to ensure their effectiveness.

Silt Fencing



- Inspect and maintain silt fences after each rainstorm.
- Make sure the bottom of the silt fence is buried in the ground.
- Securely attach the material to the stakes.
- Don't place silt fences in the middle of a waterway or use them as a check dam.
- Make sure stormwater is not flowing around the silt fence.

Site Stabilization

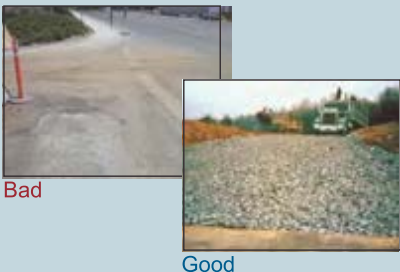


- Vegetate, mulch, or otherwise stabilize all exposed areas as soon as land alterations have been completed.

Maintain your BMPs!

www.epa.gov/npdes/menuofbmps

Construction Entrances



- Remove mud and dirt from the tires of construction vehicles before they enter a paved roadway.
- Properly size entrance BMPs for all anticipated vehicles.
- Make sure that the construction entrance does not become buried in soil.

Slopes



- Rough grade or terrace slopes.
- Break up long slopes with sediment barriers, or under drain, or divert stormwater away from slopes.

Dirt Stockpiles



- Cover or seed all dirt stockpiles.

Storm Drain Inlet Protection



- Use rock or other appropriate material to cover the storm drain inlet to filter out trash and debris.
- Make sure the rock size is appropriate (usually 1 to 2 inches in diameter).
- If you use inlet filters, maintain them regularly.

Stormwater and the Construction Industry

Planning and Implementing Erosion and Sediment Control Practices

The construction industry is a critical participant in the nation's efforts to protect streams, rivers, lakes, wetlands, and oceans. Through the use of best management practices (BMPs), construction site operators are the key defense against erosion and sedimentation.

As stormwater flows over a construction site, it picks up pollutants like sediment, debris, and chemicals. High volumes of stormwater can also cause stream bank erosion, and destroy downstream aquatic habitat. Preventing soil erosion and sedimentation is an important responsibility at all construction sites.

In addition to the environmental impact, uncontrolled erosion can have a significant financial impact on a construction project. It costs money and time to repair gullies, replace vegetation, clean sediment-clogged storm drains, replace poorly installed BMPs, and mitigate damage to other people's property or to natural resources.

Best Management Practice (BMP)

A BMP is a method used to prevent or control stormwater runoff and the discharge of pollutants, including sediment, into local waterbodies. Silt fences, inlet protection, and site-stabilization techniques are typical BMPs on a construction site.

Operator

An operator is someone who has control over and the ability to modify construction plans and specifications (e.g. owner, general contractor)

or

Someone who has control over the day-to-day operations at a site (e.g., owner, general contractor) that are necessary to ensure compliance with the permit requirements. It is the responsibility of a construction site owner or operator to contain stormwater runoff and prevent erosion during all stages of a project.

There may be more than one person at a site who meets these definitions and must apply for permit coverage. (States may have different definitions of the term "operator.")

So what's being done about polluted runoff?

The Clean Water Act includes the National Pollutant Discharge Elimination System (NPDES) permitting program. As of January 2003, 44 states and territories are authorized to issue NPDES stormwater permits. If your state isn't authorized to operate the NPDES stormwater permit program, EPA issues the permits. Permits vary from state to state, so contact your state or EPA for specific information. Your permitting authority has specific information on your state's NPDES stormwater permit program. In general, construction permits require construction operators to do all of the following:

- Develop and implement a stormwater pollution prevention plan
- Submit a permit application or notice of intent (NOI)
- Comply with the permit, including maintaining BMPs and inspecting the site

Under the NPDES program, construction activities that disturb 1 or more acres are required to obtain stormwater permit coverage. States have different names for the plans that construction operators must develop, such as

- Stormwater pollution prevention plan
- Erosion and sediment control plan
- Erosion control and stormwater management plan
- Stormwater management plan
- Water pollution control plan
- Pollution prevention plan

This document uses the term "Plan."

I think I need a permit... Where do I start?

All land-disturbing activities, including clearing, grading, and excavation, that disturb 1 or more acres are required to be covered under a state or EPA-issued NPDES construction stormwater permit prior to land disturbance. Permit requirements vary by state. Begin by researching the specific requirements in your state. You might already be subject to local erosion and sediment control requirements, but that doesn't release you from the requirements of the NPDES program at the state or EPA level. Although you must comply with both sets of requirements, in most cases they have been designed to be complementary. Contact your permitting authority to find out exactly what you need to do. A good place to start your search is the Construction Industry Compliance Assistance web site at <http://www.enrcomp.org/cica>.

The NPDES permit requirements include small construction activities that are part of a larger common plan of development or sale, such as a single lot within a larger subdivision. For developments with multiple operators, all operators must have permit coverage for their individual parts of the larger development, no matter how large or small each operation happens to be. When there are multiple operators at one site, they're encouraged to develop and share one comprehensive Plan and obtain permit coverage as co-permittees.

The owner or operator of the construction site is responsible for complying with the requirements of the permit. Responsibilities include developing a Plan, obtaining permit coverage, implementing BMPs, and stabilizing the site at the end of the construction activity.

Determine your eligibility

All construction activity that disturbs 1 or more acres of land, as well as activity that disturbs less than 1 acre but is part of a larger common plan of development, must obtain permit coverage.

Read and understand your stormwater permit requirements

Get a copy of the permit for construction activities and a permit application (or notice of intent form) from your state or EPA permitting authority.

Develop a Plan

Most states do not require you to submit your Plan. However, you do need to keep the Plan on site. If that's impractical, you may post a notice that tells where the Plan is kept so it can be accessed by the permitting authority and other interested parties.

You'll need to post a copy of your completed application on site. Put it in a place where the public can see it so they'll know your site is covered by an NPDES permit!

Apply for permit coverage

Once you understand your permit requirements and have developed a Plan, you can submit a stormwater permit application (or notice of intent) to your permitting authority. This must be done before beginning any land disturbance on the site. Some states require a few days of lead time, so check with your permitting authority. Once you've submitted the application, you must satisfy the conditions of the permit.

Implement the Plan

Be prepared to implement the BMPs in your Plan before construction begins. Ensure that BMPs are properly maintained, and upgrade and repair them as necessary.

Developing and Implementing a Plan

You must have a Plan that includes erosion and sediment control and pollution prevention BMPs. These Plans require

- Advance planning and training to ensure proper implementation of the BMPs
- Erosion and sediment control BMPs in place until the area is permanently stabilized
- Pollution prevention BMPs to keep the construction site "clean"
- Regular inspection of the construction site to ensure proper installation and maintenance of BMPs

Fortunately, the practices and measures that must be included in your Plan are already part of the standard operating procedures at many construction sites.

Six steps are associated with developing and implementing a stormwater Plan. There's a wealth of information available on developing pollution prevention plans. Please contact your permitting authority for help in finding additional guidance materials, or visit www.epa.gov/npdes/stormwater. A sample construction Plan is available at www.epa.gov/npdes/pubs/sample_swppp.pdf.

1. Site Evaluation and Design Development

- Collect site information
- Develop site plan design
- Prepare pollution prevention site map

The first step in preparing a Plan is to define the characteristics of the site and the type of construction that will occur. This involves collecting site information, identifying natural features that should be protected, developing a site plan design, describing the nature of the construction activity, and preparing a pollution prevention site map.

2. Assessment

- Measure the site area
- Determine the drainage areas
- Calculate the runoff coefficient

The next step is assessing the impact the project will have on stormwater runoff. Determine the drainage areas and estimate the runoff amounts and velocities. For more information on calculating the runoff coefficient, go to www.epa.gov/npdes/pubs/chap02_consuide.pdf, page 11.

3. Control Selection and Plan Design

- Review and incorporate state or local requirements
- Select erosion and sediment controls
- Select other controls
- Select stormwater management controls
- Indicate the location of controls on the site map
- Prepare an inspection and maintenance plan
- Coordinate controls with construction activity
- Prepare sequence of major activities

In the third step you'll actually document your procedures to prevent and control polluted stormwater runoff. You must delineate areas that will not be disturbed, including critical natural areas like streamside areas, floodplains, and trees. You must also identify the measures (or BMPs) you'll use to protect these areas.

Soil erosion control tips...

- Design the site to infiltrate stormwater into the ground and to keep it out of storm drains. Eliminate or minimize the use of stormwater collection and conveyance systems while maximizing the use of stormwater infiltration and bioretention techniques.
- Minimize the amount of exposed soil on site.
 - To the extent possible, plan the project in stages to minimize the amount of area that is bare and subject to erosion. The less soil exposed, the easier and cheaper it will be to control erosion.
 - Vegetate disturbed areas with permanent or temporary seeding immediately upon reaching final grade.
 - Vegetate or cover stockpiles that will not be used immediately.
- Reduce the velocity of stormwater both onto and away from the project area.
 - Interceptors, diversions, vegetated buffers, and check dams are a few of the BMPs that can be used to slow down stormwater as it travels across and away from the project site.
 - Diversion measures can also be used to direct flow away from exposed areas toward stable portions of the site.
 - Silt fences and other types of perimeter filters should never be used to reduce the velocity of runoff.
- Protect defined channels immediately with measures adequate to handle the storm flows expected.
 - Sod, geotextile, natural fiber, riprap, or other stabilization measures should be used to allow the channels to carry water without causing erosion. Use softer measures like geotextile or vegetation where possible to prevent downstream impacts.
- Keep sediment on site.
 - Place aggregate or stone at construction site vehicle exits to accommodate at least two tire revolutions of large construction vehicles. Much of the dirt on the tires will fall off before the vehicle gets to the street.
 - Regular street sweeping at the construction entrance will prevent dirt from entering storm drains. Do not hose paved areas.
 - Sediment traps and basins are temporary structures and should be used in conjunction with other measures to reduce the amount of erosion.
- Maintaining all BMPs is critical to ensure their effectiveness during the life of the project.
 - Regularly remove collected sediment from silt fences, berms, traps, and other BMPs.
 - Ensure that geotextiles and mulch remain in place until vegetation is well established.
 - Maintain fences that protect sensitive areas, silt fences, diversion structures, and other BMPs.

Phasing your project to minimize the amount of exposed soil at any given time is a highly effective way to prevent erosion. Erosion control measures designed to prevent soil from being mobilized include diversions to route stormwater away from exposed soils and stabilization with vegetation, mulch, and geotextiles. Sedimentation control measures designed to remove sediment from stormwater or prevent it from leaving the site include silt fences, sediment traps, and diversions.

You'll need to select erosion and sediment controls—including stabilization measures for protecting disturbed areas and structural controls for diverting runoff and removing sediment—that are appropriate for your particular site. The appropriateness of the control measures will depend on several factors, but will be influenced most directly by the site characteristics. Some stabilization measures you might consider are temporary seeding, permanent seeding, and mulching. Structural control measures include earth dikes, silt fences, and sediment traps. No single BMP will meet all of the erosion and sedimentation control needs of a construction site. A combination of BMPs is necessary. For more information on the types of BMPs appropriate for your construction site, see the BMP fact sheet series available at www.epa.gov/npdes/menuofbmps.

4. Certification and Notification

- Certify the Plan
- Submit permit application or notice of intent

Once the Plan has been developed, an authorized representative must sign it. Now is the time to submit the permit application or notice of intent. Your permit might require that the Plan be kept on site, so be sure to keep it available for the staff implementing the Plan.

Erosion and sedimentation control practices are only as good as their installation and maintenance.

5. Implementing and Maintaining a Plan

- Implement controls
- Inspect and maintain controls
- Update/change the Plan
- Report releases of hazardous materials

A Plan describes the practices and activities you'll use to prevent stormwater contamination and meet the NPDES permit requirements. Make sure that the Plan is implemented and that the Plan is updated as necessary to reflect changes on the site.

Erosion and sedimentation control practices are only as good as their installation and maintenance. Train the contractors that will install the BMPs and inspect immediately to ensure that the BMPs have been installed correctly.

Regularly inspect the BMPs (especially before and after rain events) and perform any necessary repairs or maintenance immediately. Many BMPs are designed to handle a limited amount of sediment. If not maintained, they'll become ineffective and a source of sediment pollution.

It's also important to keep records of BMP installation, implementation, and maintenance. Keep track of major grading activities that occur on the site, when construction activities cease (temporarily or permanently), and when a site is temporarily or permanently stabilized.

If construction plans change at any time, or if more appropriate BMPs are chosen for the site, update the Plan accordingly.

6. Completing the Project: Final Stabilization and Termination of the Permit

- Final stabilization
- Notice of Termination
- Record retention

Many states and EPA require a Notice of Termination (NOT) or other notification signifying that the construction activity is completed. An NOT is required when

- Final stabilization has been achieved on all portions of the site for which the permittee is responsible.
- Another operator has assumed control over all areas of the site that have not been finally stabilized. That operator would need to submit a new permit application to the permitting authority.
- For residential construction only, temporary stabilization of a lot has been completed prior to transference of ownership to the homeowner, with the homeowner being made aware of the need to perform final stabilization.

Permittees must keep a copy of their permit application and their Plan for at least 3 years following final stabilization. This period may be longer depending on state and local requirements.

Preconstruction Checklist

- A site description, including
 - Nature of the activity
 - Intended sequence of major construction activities
 - Total area of the site
 - Existing soil type and rainfall runoff data
 - A site map with:
 - Drainage patterns
 - Approximate slopes after major grading
 - Area of soil disturbance
 - Outline of areas which will not be disturbed
 - Location of major structural and nonstructural soil erosion controls
 - Areas where stabilization practices are expected to occur
 - Surface waters
 - Stormwater discharge locations
 - Name of the receiving water(s)
- A description of controls:
 - Erosion and sediment controls, including
 - Stabilization practices for all areas disturbed by construction
 - Structural practices for all drainage/discharge locations
 - Stormwater management controls, including
 - Measures used to control pollutants occurring in stormwater discharges after construction activities are complete
 - Velocity dissipation devices to provide nonerosive flow conditions from the discharge point along the length of any outfall channel
 - Other controls, including
 - Waste disposal practices that prevent discharge of solid materials
 - Measures to minimize off-site tracking of sediments by construction vehicles
 - Measures to ensure compliance with state or local waste disposal, sanitary sewer, or septic system regulations
 - Description of the timing during the construction when measures will be implemented
- State or local requirements incorporated into the Plan
- Inspection and maintenance procedures for control measures identified in the Plan
- Contractor certification and Plan certification

Implementation Checklist

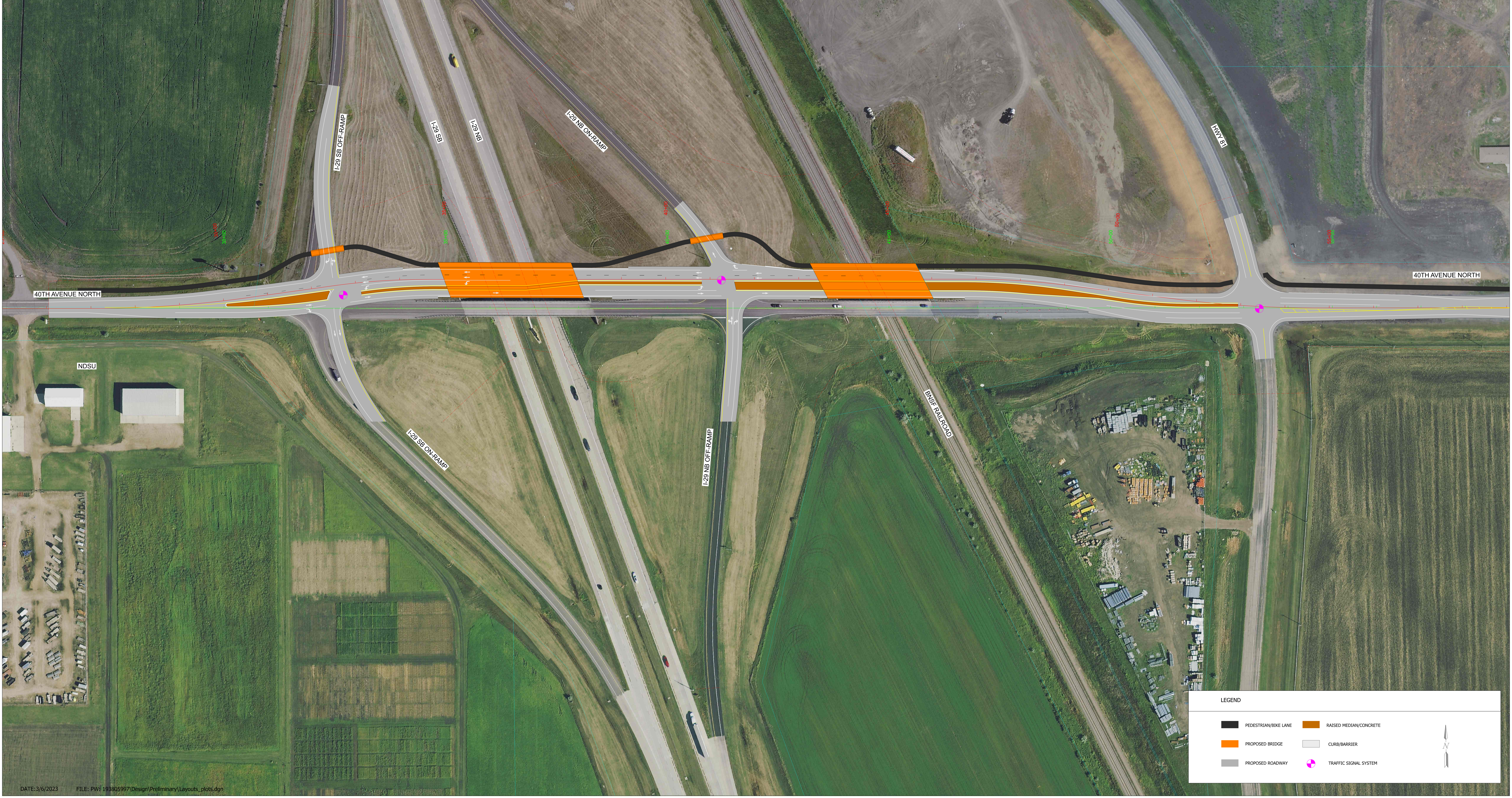
- Maintain records of construction activities, including
 - Dates when major grading activities occur
 - Dates when construction activities temporarily cease on the site or a portion of the site
 - Dates when construction activities permanently cease on the site or a portion of the site
 - Dates when stabilization measures are completed on the site
- Prepare inspection reports summarizing
 - Name of person conducting BMP inspections
 - Qualifications of person conducting BMP inspections
 - BMPs/areas inspected
 - Observed conditions
 - Necessary changes to the Plan
- Report releases of reportable quantities of oil or hazardous materials
 - Notify the National Response Center at 800-424-8802 immediately
 - Report releases to your permitting authority immediately, or as specified in your permit. You must also provide a written report within 14 days.
- Modify the Plan to include
 - The date of release
 - Circumstances leading to the release
 - Steps taken to prevent recurrence of the release
- Modify Plan as necessary
 - Incorporate requests of the permitting authority to bring the Plan into compliance
 - Address changes in design, construction operation, or maintenance that affect the potential for discharge of pollutants

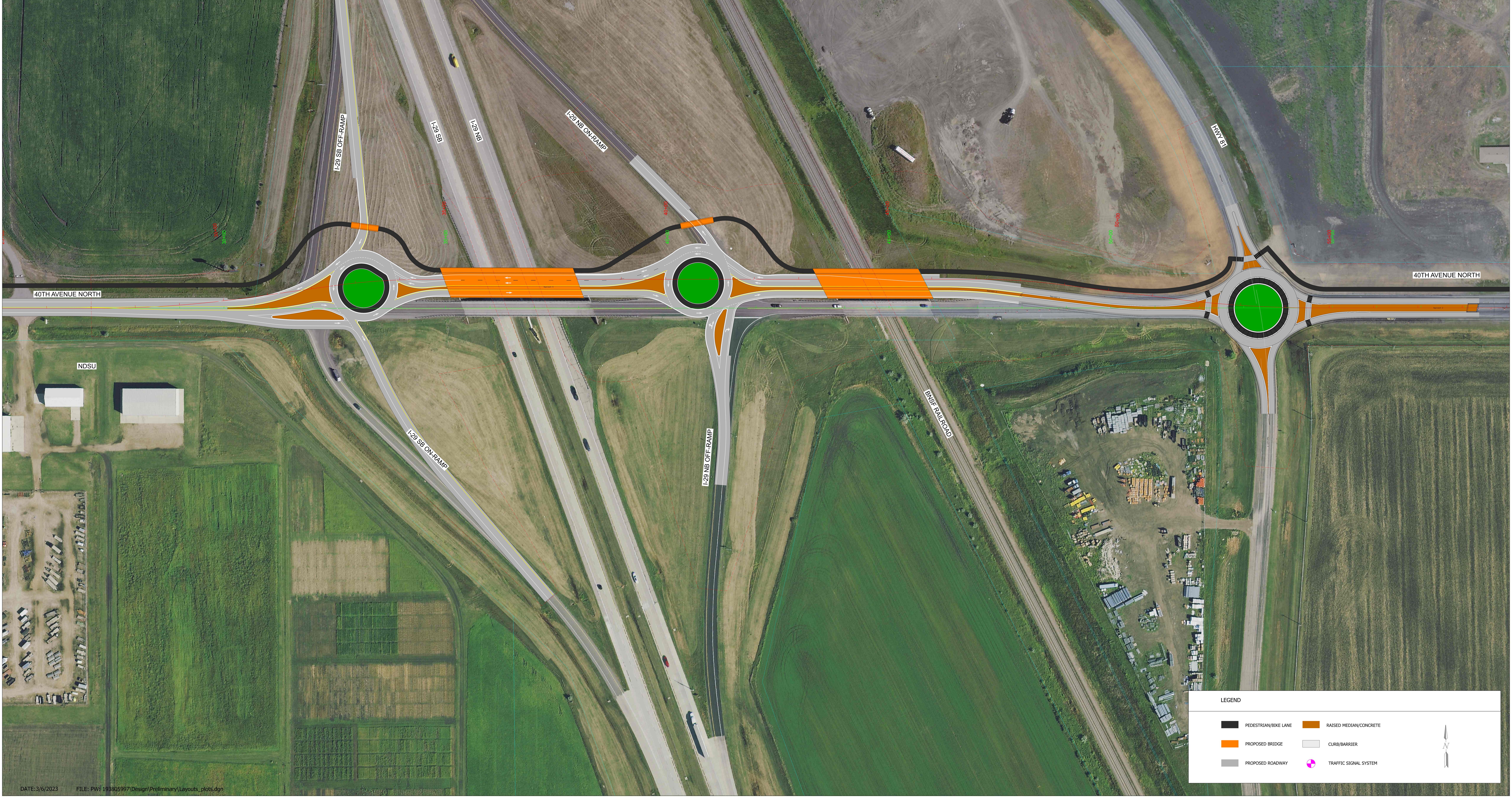
An ounce of prevention is worth a pound of cure! It's far more efficient and cost-effective to prevent pollution than it is to try to correct problems later. Installing and maintaining simple BMPs and pollution prevention techniques on site can greatly reduce the potential for stormwater pollution and can also save you money!

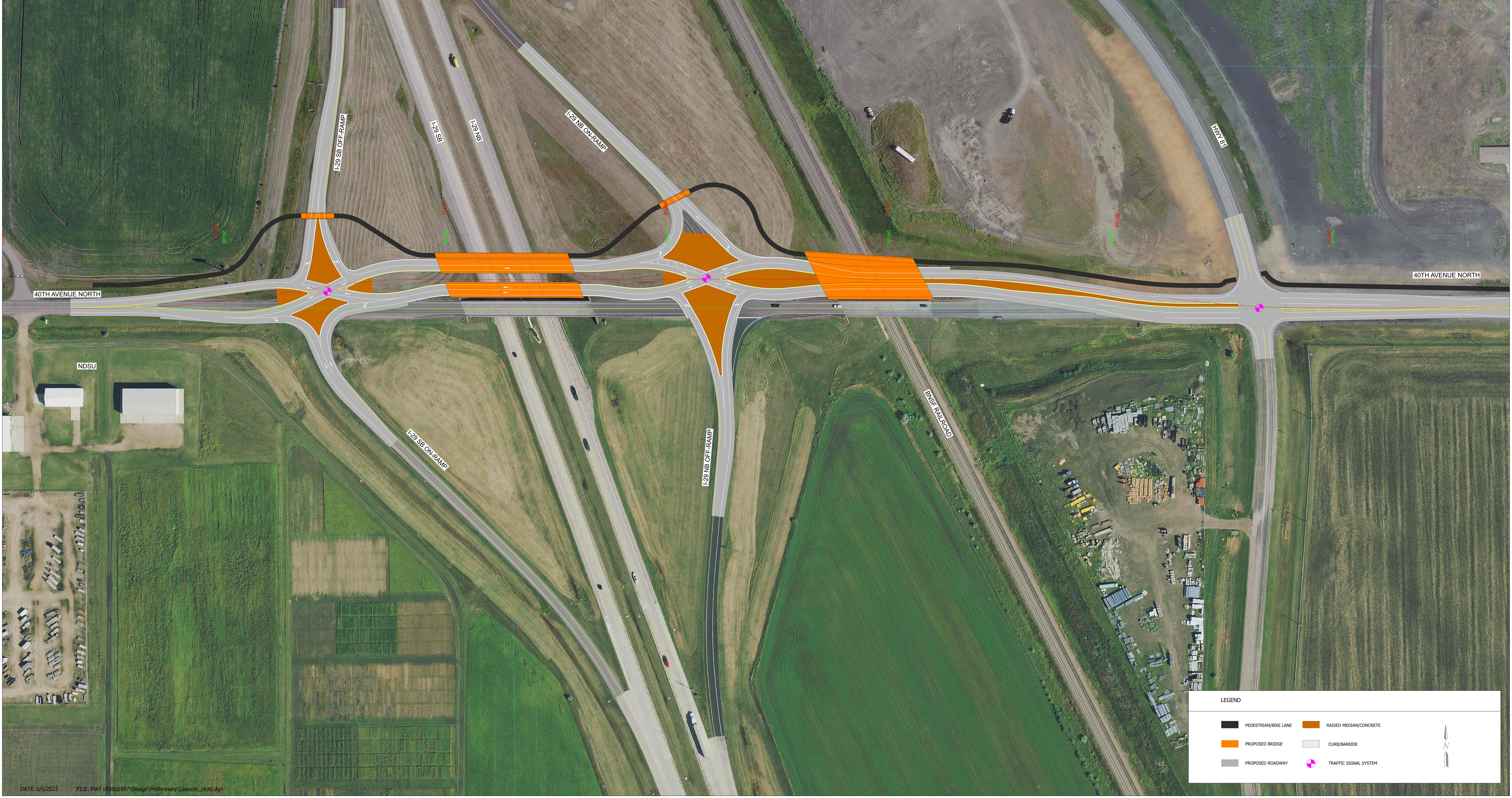
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April 2003
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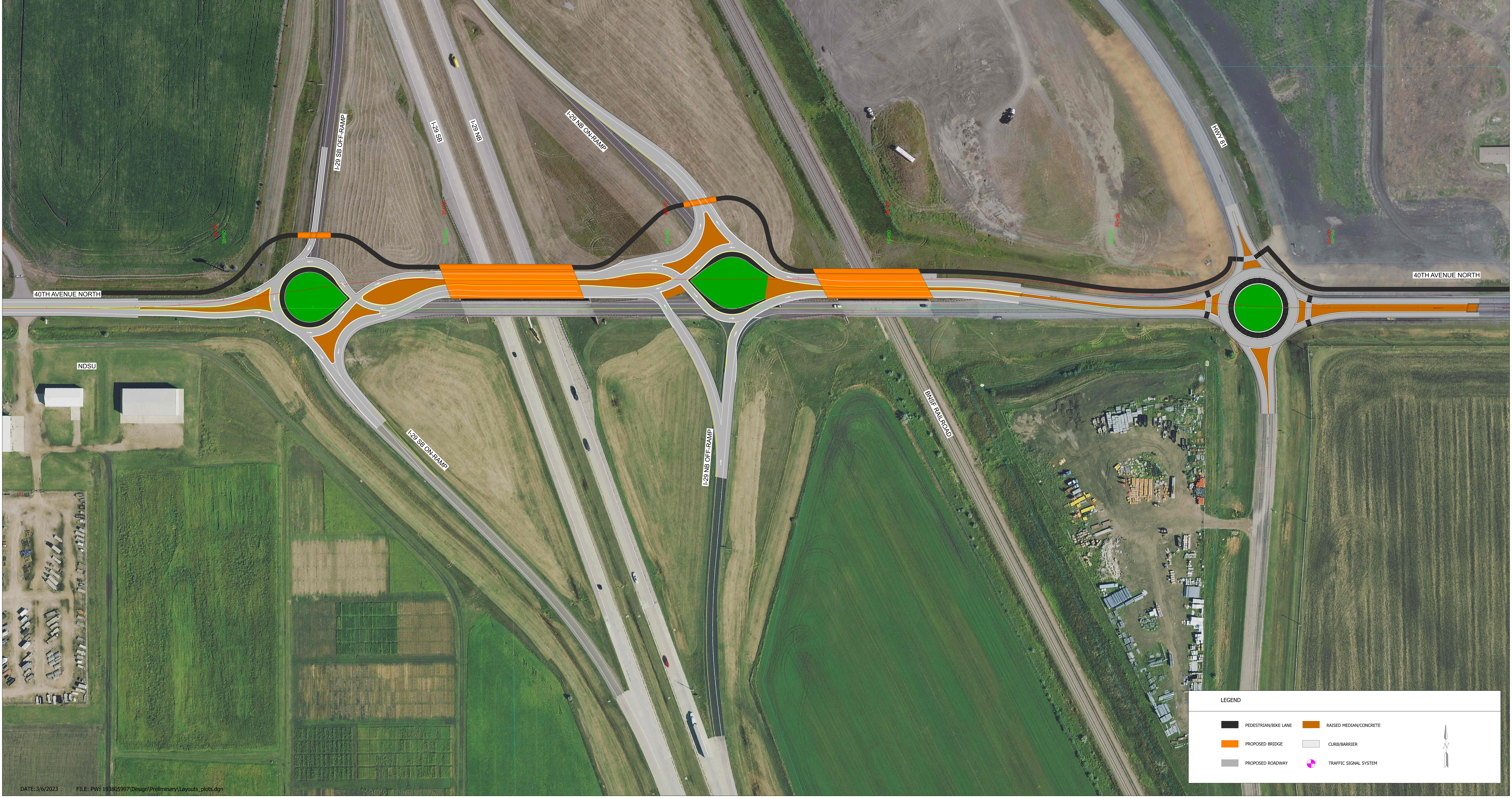
NDDOT
North Dakota
Department of Transportation

For more information visit - www.epa.gov/npdes/stormwater or
www.dot.nd.gov/divisions/environmental/storm-water/storm-water-management.htm









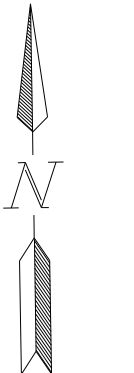


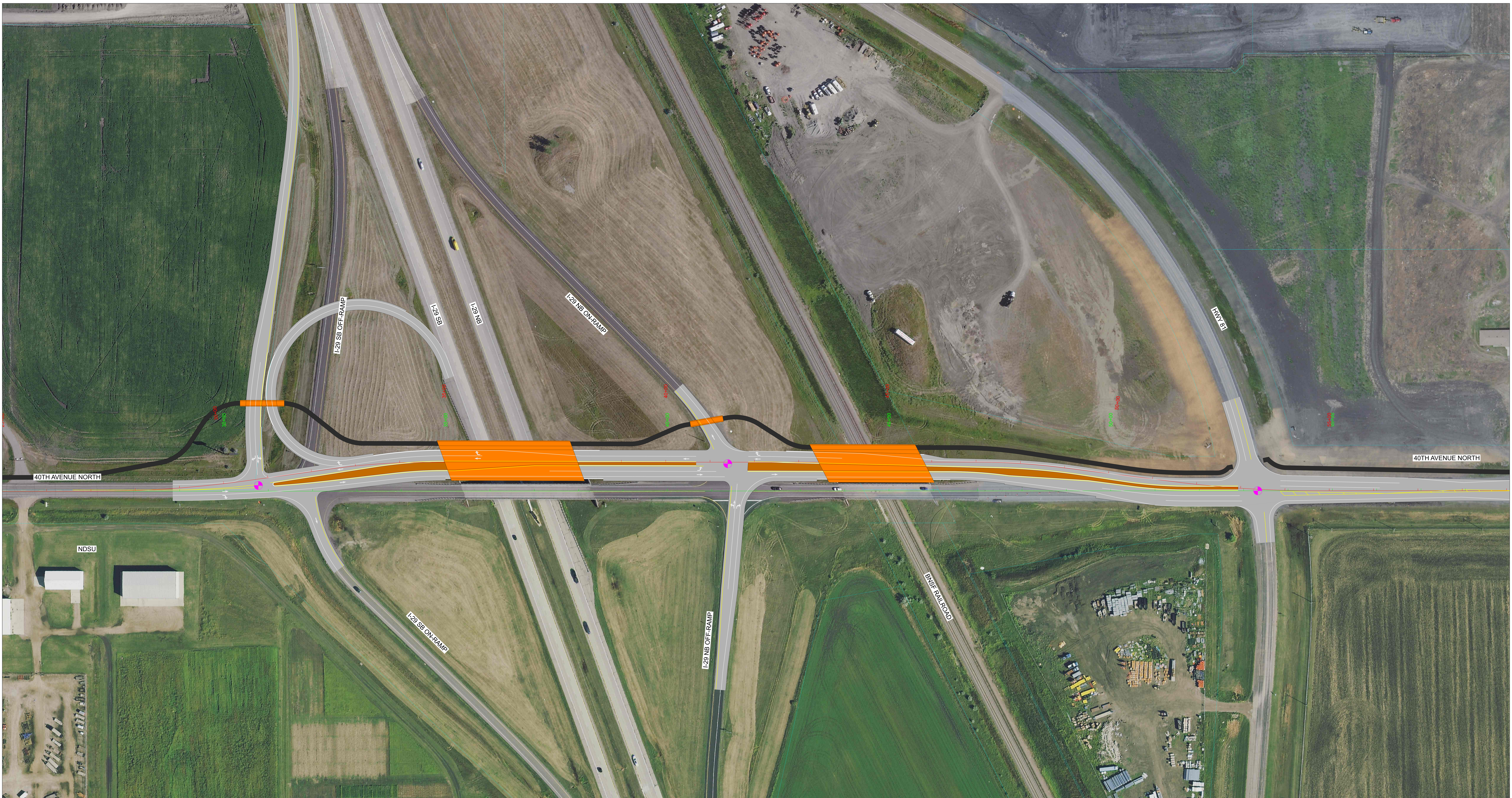




LEGEND

	PEDESTRIAN/BIKE LANE		RAISED MEDIAN/CONCRETE
	PROPOSED BRIDGE		CURB/BARRIER
	PROPOSED ROADWAY		TRAFFIC SIGNAL SYSTEM





40TH AVENUE NORTH

I-29 SB OFF-RAMP

I-29 SB

I-29 NB

I-29 NB ON-RAMP

HTV 81

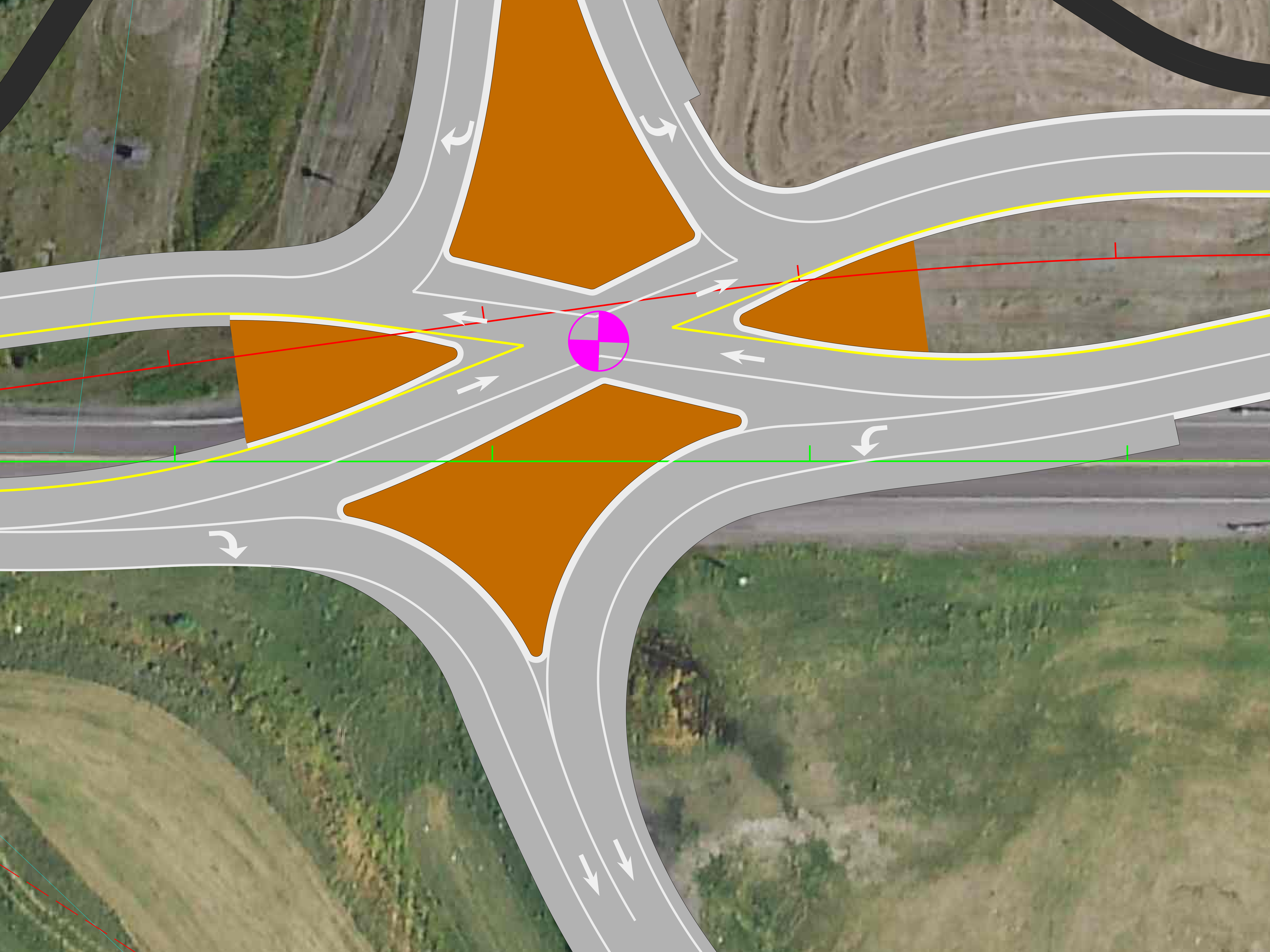
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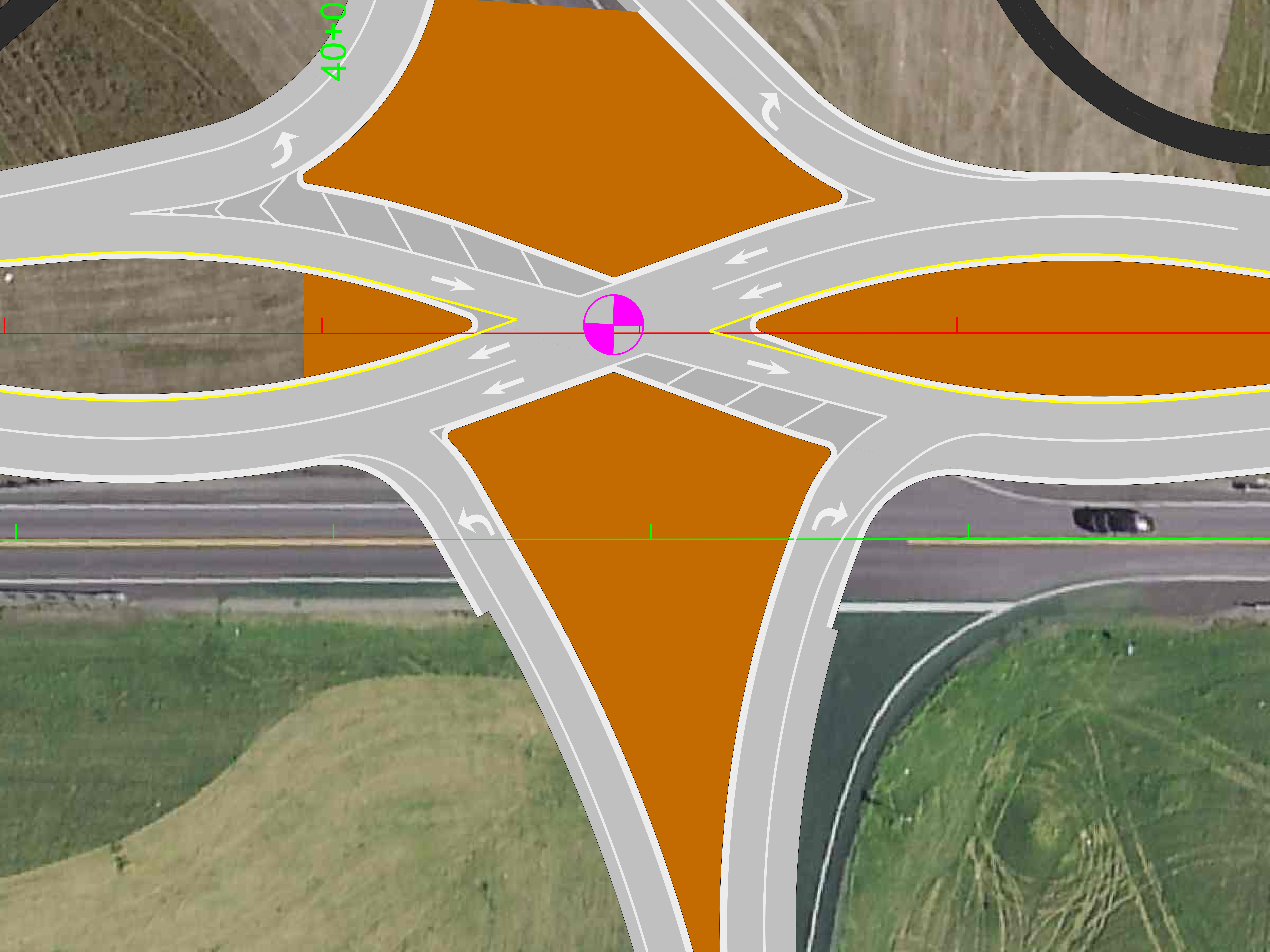
NDSU

I-29 SB ON-RAMP

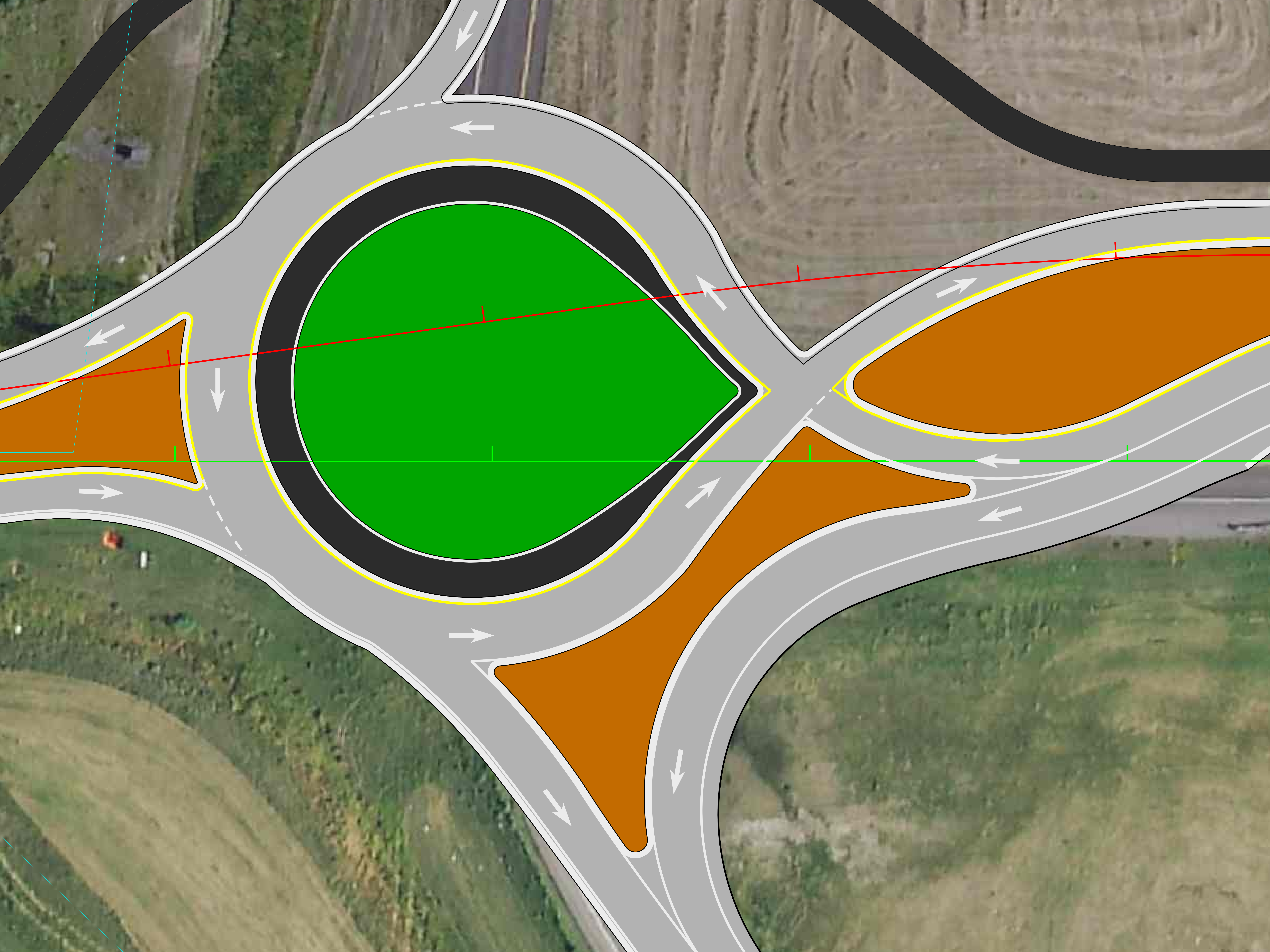
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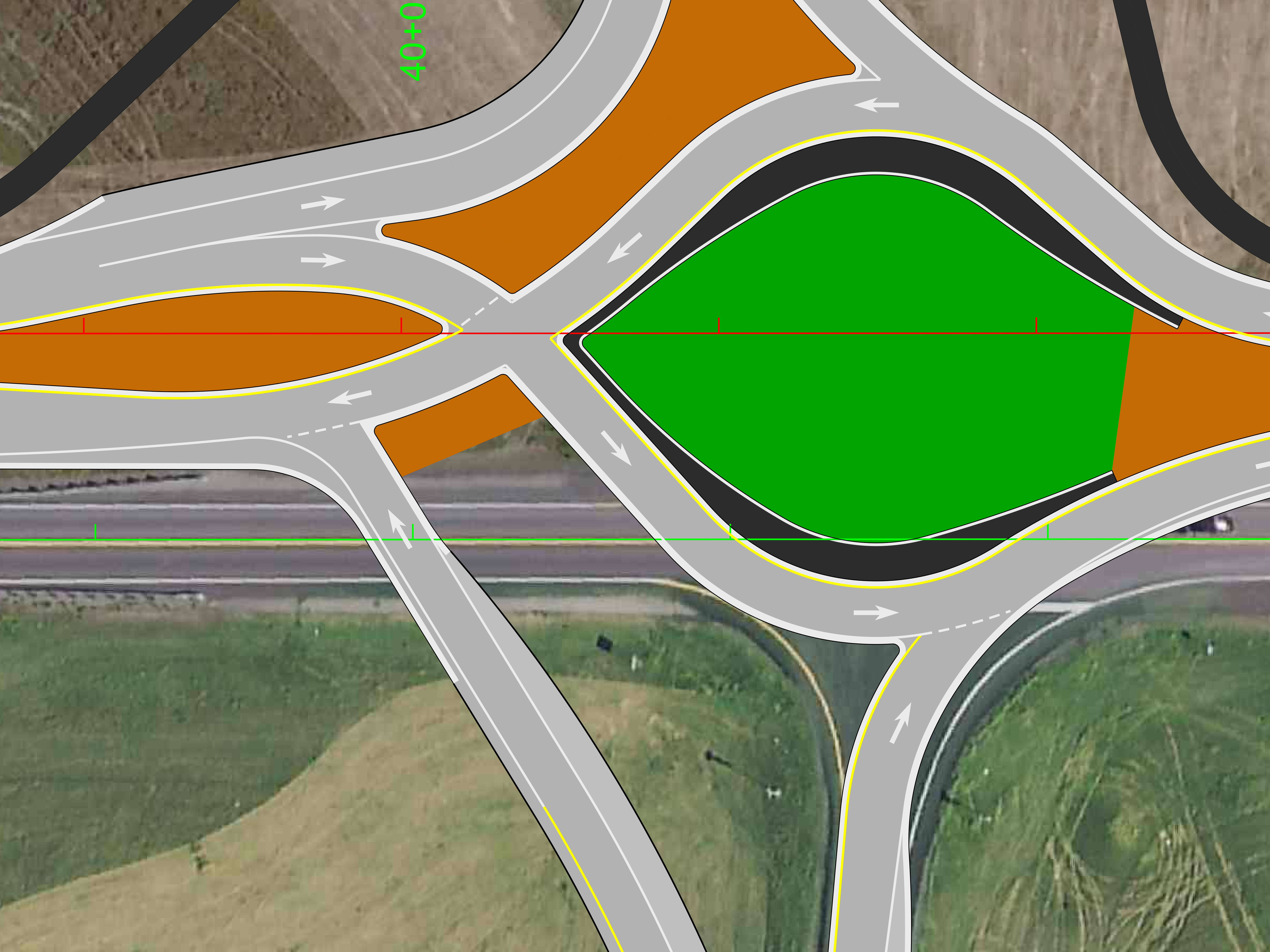
BNSF RAIL ROAD





40+0





AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA

ss.

COUNTY OF CASS

Taylor Herhold, The Forum of Fargo-Moorhead, being duly sworn, states as follows:

1. I am the designated agent of The Forum of Fargo-Moorhead, under the provisions and for the purposes of, Section 31-04-06, NDCC, for the newspaper listed on the attached exhibit.

2. The newspaper listed on the exhibit published the advertisement of: *Legal Notice*; (2) time: *Wednesday February 22, 2023, Wednesday March 8, 2023*, as required by law or ordinance.

3. All of the listed newspapers are legal newspapers in the State of North Dakota and, under the provisions of Section 46-05-01, NDCC, are qualified to publish any public notice or any matter required by law or ordinance to be printed or published in a newspaper in North Dakota.

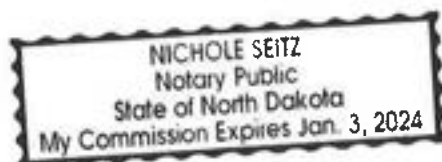
Dated this 8th day of March, 2023



Legals Clerk



Notary Public



PUBLIC INPUT MEETING

WHY?

To discuss proposed improvements to the I-29 and 40th Avenue North interchange.

The project consists of a preliminary engineering and feasibility study to determine the retention and reconstruction alternatives for the interchange, including the BNSF Railroad overpass.

WHEN?

Tuesday, March 14th, 2023

Open House: 5 p.m. to 7 p.m. CST

WHERE?

Fargo Readiness Center
3270 40th Avenue North
Fargo, ND 58102

OPEN HOUSE CONDUCTED BY

ND Department of Transportation (NDDOT) and
Stantec Consulting Services, Inc.

This meeting is designed to allow for public input which is required for compliance with the National Environmental Policy Act of 1970 and National Historic Preservation Act of 1966.

Representatives from the NDDOT and Stantec Consulting Services, Inc. will be on hand to answer your questions and discuss your concerns.

WRITTEN STATEMENTS or comments about this project must be mailed by Wednesday, March 29th, 2023, to Pat McGraw, Stantec, 3303 Fiechtner Dr. S., Suite 100, Fargo, ND 58103.

Email: pat.mcgraw@stantec.com

Note "Public Input Meeting" in the letter heading or email subject.

The North Dakota Department of Transportation (NDDOT) will consider every request for reasonable accommodation to provide:

- an accessible meeting facility or other accommodation for people with disabilities,
- language interpretation for people with limited English proficiency (LEP), and
- translations of written material necessary to access NDDOT programs and information.

Appropriate provisions will be considered when the Department is notified at least 10 days prior to the meeting date or the date the written material translation is needed.

To request accommodations, contact Heather Christianson, Civil Rights Division, NDDOT, at (701)328 2978 or civilrights@nd.gov TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

(Feb. 22; March 8, 2023) 194545

Public input meeting for proposed improvements in Fargo scheduled March 14

BISMARCK, N.D. – A public input meeting will be held March 14 from 5 to 7 p.m. at the Fargo Readiness Center - 3270 40th Avenue North in Fargo.

The purpose of the meeting is to discuss proposed improvements to the Interstate 29 and 40th Avenue North interchange. The meeting will utilize an open house format.

The project consists of a preliminary engineering and feasibility study to determine the retention and reconstruction alternatives for the interchange, including the BNSF Railroad overpass.

This meeting will provide the opportunity for public input. Members of the North Dakota Department of Transportation (NDDOT) and Stantec Consulting Services, Inc. will be present to answer questions and provide more information.

If unable to attend the public input meeting, written statements or comments must be mailed by March 29, 2023, to Pat McGraw, Stantec, 3303 Fiechtner Dr. S., Suite 100, Fargo, ND 58103 or emailed to pat.mcgraw@stantec.com with "Public Input Meeting" in the e-mail subject heading.

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- an accessible meeting facility or other accommodation for people with disabilities,
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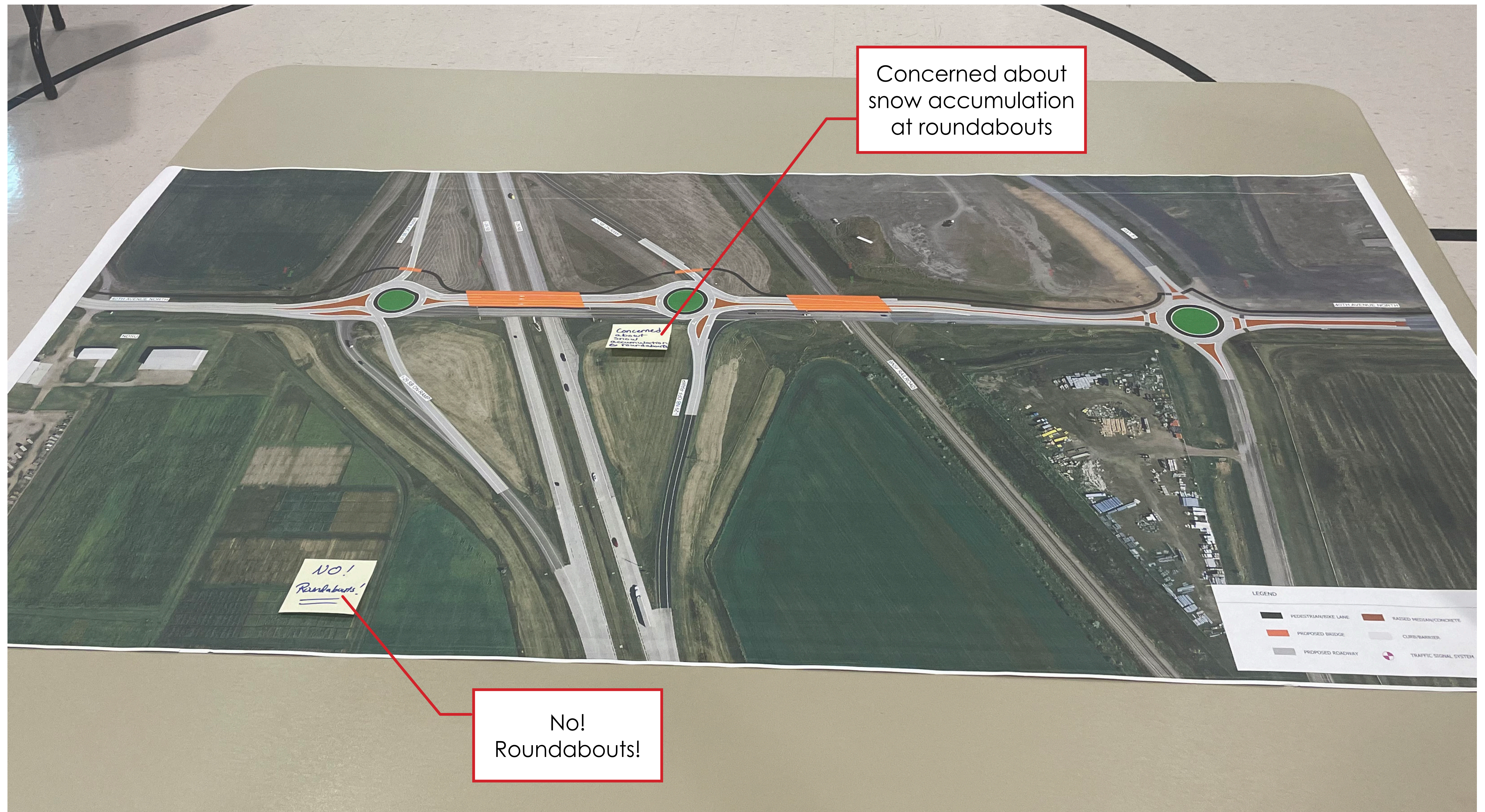
MEDIA CONTACT:

David Finley
drfinley@nd.gov
701.328.4444

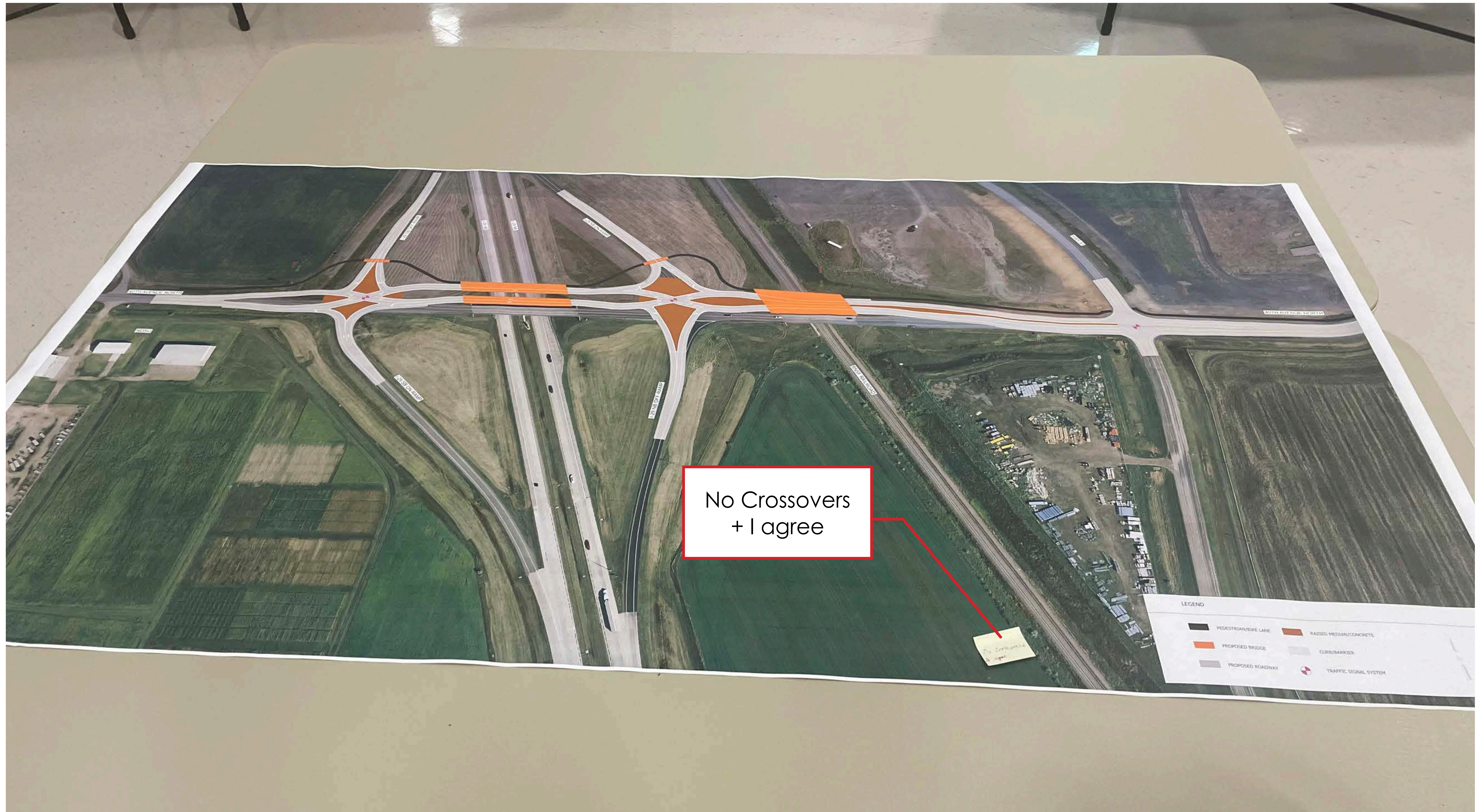
PIM#1 COMMENTS | ALTERNATIVE 1 - STANDARD DIAMOND INTERCHANGE



PIM#1 COMMENTS | ALTERNATIVE 2 - DUMBBELL INTERCHANGE



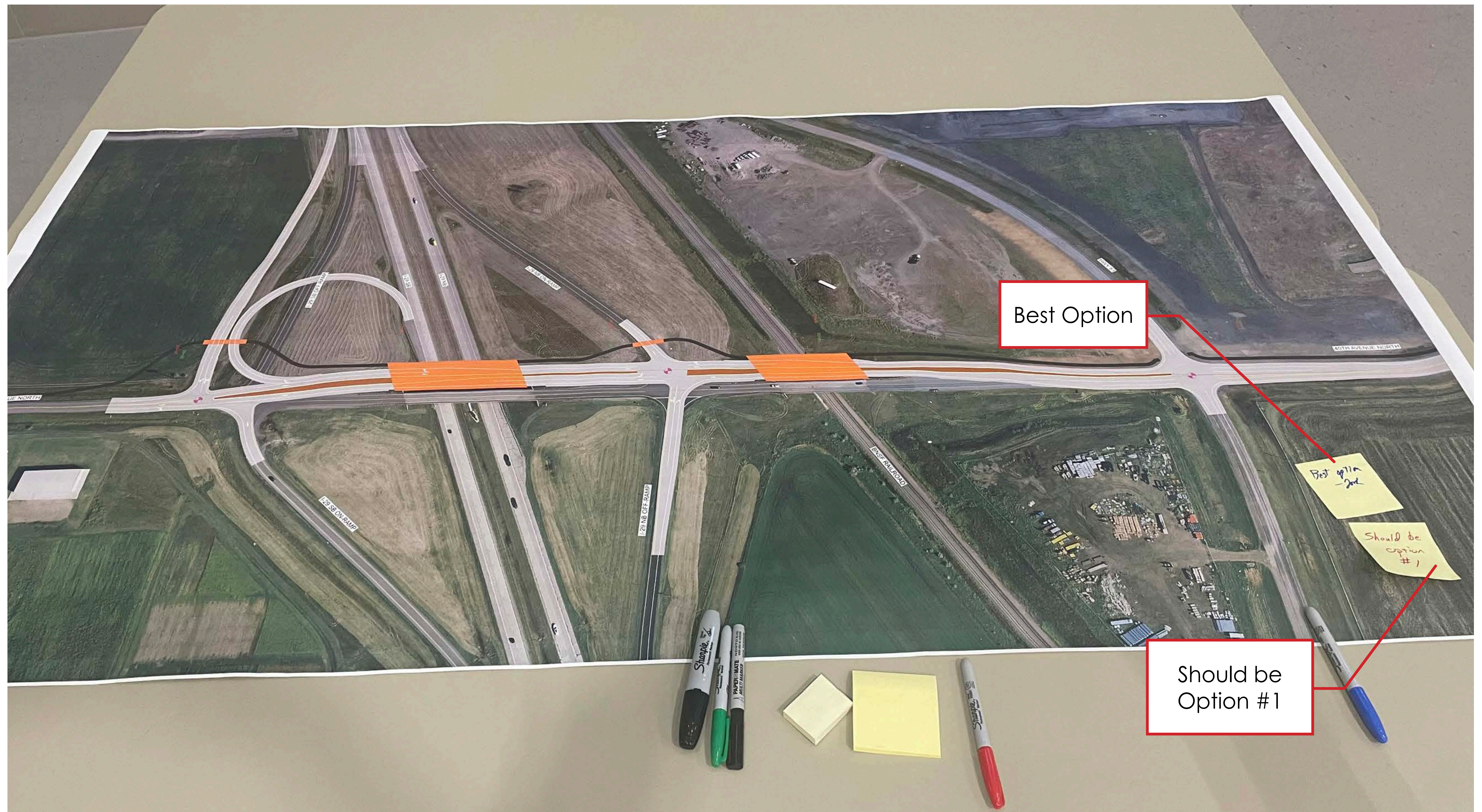
PIM#1 COMMENTS | ALTERNATIVE 3 - DIVERGING DIAMOND INTERCHANGE



PIM#1 COMMENTS | ALTERNATIVE 4 - ROUNDABOUT DDI



PIM#1 COMMENTS | ALTERNATIVE 5 - PARTIAL CLOVERLEAF (PARCLO)



SHARE YOUR IDEAS!

The North Dakota Department of Transportation (NDDOT) is seeking input on proposed improvements to the I-29 and 40th Avenue North interchange.

Please let us know your thoughts! Comments will be accepted by mail or email until March 29, 2023. Public input meeting materials will be available via the project website (project website – coming soon).

This self-addressed comment card can be tri-folded and mailed or scanned and emailed to the project manager at the contact information listed on the backside.

Name: Todd Gutzman
Address: 1221-43rd Ave. N.
Farid, ND 58102
Phone: 701 238-1812
E-mail: todd.gutzman1961@gmail.com

Comments:

I vote for plan #5
Lesser traffic I do not see the need
to go to such extremes.

Nelson, Kate

From: Lucas K <LKreks@hotmail.com>
Sent: Tuesday, March 14, 2023 5:20 PM
To: McGraw, Pat
Subject: RE: Public Input Meeting

Pat,

I will not be able to attend this evening. Will updates be posted on ND DOT Website or future press releases?

Thanks,

Lucas

From: McGraw, Pat <Pat.McGraw@stantec.com>
Sent: Tuesday, March 14, 2023 2:08 PM
To: Lucas K <LKreks@hotmail.com>
Subject: Re: Public Input Meeting

Lucas,

Thank you so much for the thoughtful input. Will we see you at the open house this evening?

Thanks again.

Pat

Get [Outlook for iOS](#)

From: Lucas K <LKreks@hotmail.com>
Sent: Tuesday, March 14, 2023 1:55:58 PM
To: McGraw, Pat <Pat.McGraw@stantec.com>
Subject: Public Input Meeting

Pat,

I am emailing you in regard to the ND DOT proposed improvements to the I-29 and 40th Ave North Interchange.

Our family moved to Reiles Acres just over a year ago, and I have the following comments on improving the interchange:

1. Stop Lights – Fortunately, I have not seen any accidents over the past year, but I feel that stop lights would improve the safety of those making turns through the area.
2. Road Width – The overpass is narrow, and traffic would be better served with a wider road (similar to 19th Ave Interchange) from County Road 20 over I-29 all the way to at least County Road 81. A wider road would help visibility and line of site for everyone using interchange and road.
3. Sidewalk – If the interchange is going to be rebuilt, I feel adding a sidewalk would make sense to connect to future sidewalk/bike path from Reiles Acres to Fargo. The Box Culverts under the on/off ramps like 52nd Ave are safer, but something like 12th or 19th would provide access for the future.

4. Signage at North Off Ramp – I have seen two incidents in the past year where vehicles traveling west on 40th Ave N, have turned right onto the I-29 North Off Ramp into oncoming traffic after passing over the railroad tracks. I assume drivers are not paying full attention and assume when they cross the railroad tracks that they are crossing I-29, and make the turn. You cannot control how people drive, but having some more visible or noticeable signage may wake up/alert drivers not familiar with the interchange that there are two overpasses to get to I-29 South Turn.
 - a. First time was when I was exiting to Country Road 20, and a Pickup Truck with Trailer turned and was coming down the off ramp at me. They quickly realized their mistake, but had to backup to finish going across I-29 to get going southbound on the interstate.
 - b. Second time I was getting on to I-29 South, and I saw a Semi headed the same direction, but on the wrong off ramp. They had to backup as well.

If the money is going to be spent to improve the interchange let's get built so it can safely accommodate the expected traffic over the next 20 years.

Thanks,

Lucas Kreklau
3600 50th N
Reiles Acres

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Nelson, Kate

From: McGraw, Pat
Sent: Monday, March 20, 2023 11:59 AM
To: 'Dynes, David'
Subject: RE: Public Input Meeting
Attachments: NW_MetroTransPlan_Final_11032020.pdf; Final_NW_FargoSmallAreaTrafficStudy.pdf

David,

This current NDDOT project is focused on reconstruction of the interchange alone. Other improvements along 40th Ave N (CR 20) will need to be led by the County and/or City. I have attached a couple studies previously commissioned by the City and FMCOG to provide some additional insight regarding the broader corridor and area.

Thank you for your correspondence. Please continue to feel free to reach out with any questions or comments you may have. FYI the next open house is tentatively scheduled for May 2nd.

Thank you again.

Pat McGraw

Associate, Senior Project Manager

Direct: 612 712-2088
Mobile: 651 260-2318
Pat.McGraw@stantec.com

Stantec
733 Marquette Avenue Suite 1000
Minneapolis MN 55402-2309



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From: Dynes, David <david.dynes@ndsu.edu>
Sent: Monday, March 20, 2023 9:35 AM
To: McGraw, Pat <Pat.McGraw@stantec.com>
Subject: Public Input Meeting

Pat, wasn't able to make the meeting. Like to see that their interest in reconstruction, for the overpass. My question is there going

To be any reconstruction on Cass 20 ?? making it 4 lanes with left hand turn lane, it would be nice to see a roundabout at the south end of highway 31

David Dynes
Press Operator / Print and Copy Services
NORTH DAKOTA STATE UNIVERSITY

Morrill Hall Room 12
Dept 7070 PO Box 6050
Fargo ND 58108-6050
Phone 701.231-7893
david.dynes@ndsu.edu
www.ndsu.edu

Nelson, Kate

From: Tim D <tdockter3635@outlook.com>
Sent: Saturday, March 18, 2023 11:32 AM
To: McGraw, Pat
Subject: I29 and 40th Ave N issues

Dear Pat McGraw:

Current issues at I29/40th Ave N

When exiting NB I29 at 40th Ave N,

- 1) During daylight hours, traffic from the east cannot be seen due to the incline over the rail-road tracks.
 - a. Currently there is no protection(light/stop) at the intersection of the exit and avenue.
 - b. Traffic making a left to head west is at times difficult.
 - c.

During night hours,

- a. Lighting in the neighborhood blinds NB exit drivers. Amazon and other business parking lot lighting
- b. Overhead lighting makes it difficult to see WB traffic, as it covers the headlights of WB traffic and makes it difficult to determine oncoming traffic.

These are the main items. But there are others.

Please remind me of the meeting date/time/location.

Thanks.

Tim Dockter
3635 49th St NW
Fargo ND

Sent from [Mail](#) for Windows

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Nelson, Kate

From: McGraw, Pat
Sent: Thursday, March 30, 2023 8:50 AM
To: brett.shewey@gmail.com
Cc: Bolstad, Angela; Nelson, Kate
Subject: FW: I29 Exit 69 (40th Ave NW) input
Attachments: NW_MetroTransPlan_Final_11032020.pdf; Final_NW_FargoSmallAreaTrafficStudy.pdf

Brett,

Thank you for the thoughtful input. I've provided some initial responses below. I will note that a second open house for this project is tentatively scheduled for May 2nd at the same time and location. At this next open house, we will be sharing results of analysis and comparisons of the alternative interchange designs. There are two more primary project phases yet to come prior to constructing anything. The next phase will be preliminary design where we will complete the required environmental documentation and further refine the interchange concept. Following that we will begin development of construction documents for the chosen design. I wanted to note these next phases because it may be pertinent to some of the items noted below. Please feel free to call or email with any questions or suggestions. Thank you again for reaching out.

Pat McGraw

Associate, Senior Project Manager

Direct: 612 712-2088
Mobile: 651 260-2318
Pat.McGraw@stantec.com

Stantec
733 Marquette Avenue Suite 1000
Minneapolis MN 55402-2309



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From: brett.shewey <brett.shewey@gmail.com>
Sent: Wednesday, March 29, 2023 8:35 PM
To: McGraw, Pat <Pat.McGraw@stantec.com>
Subject: I29 Exit 69 (40th Ave NW) input

Pat,
Thank you for facilitating public input into 40th Ave NW interchange reconstruction. I am a resident of Highland Park (6202 13th Street North), regularly use the subject road and am the extraterritorial commissioner on the Fargo Planning Commission. As a resident and commissioner, I've seen a number of opportunities with this section of road during the 17 years I have lived here. Below are some thoughts:

- Managing semi truck traffic will be critical as the industrial park continues to expand. [Agreed!](#)
- The sections of eastbound passing lanes are useful, but if there is opportunity to run two lanes going east from the Interstate to 25th St North, that will help manage increasing north-turning trucks and eastbound traffic. [We have heard this comment from others. This NDDOT led project is focused on alternatives for the I-29/40th Ave interchange. Items for construction beyond the interchange footprint aren't being evaluated through this project. I have attached a couple studies previously commissioned by the City and FMCOG to provide some additional insight regarding the broader corridor and area.](#)

- The stoplight and improved lighting on the road is a great improvement. Completion of more lighting at the interchange will continue to be a benefit. [The NDDOT has a high-mast lighting project in the works. Lighting needs for the interchange will also be further evaluated as we go through the next project phase](#)
- It is not uncommon for a westbound vehicle to cross the railroad bridge and accidentally turn left thinking they are on I29 South on ramp which is really an exit. Addition signage of no left turn and flashing no entry signs may help. [How interchange alternatives may alleviate this issue is part of our evaluation criteria.](#)
- Two lanes on the northbound I29 exit, and presumably the southbound exit could help manage turning traffic. [Additional lanes will be added as needed to achieve the desired performance levels.](#)
- The steep grade of the double bridges is exasperated by ice during the winter. Furthermore, when westbound, the downward grade and ice make safely slowing for a left turn to the I29 South on ramp a challenge. [Understood.](#)
- It would be helpful to have a lower grade and raised roadbed on both the east and west approaches to the double bridge. As a comparative, the 52nd Avenue Bridge over I29 is far more navigable, especially during inclement weather. [We'll take a look. Thank you.](#)
- Continued residential expansion in Riles Acres and the aforementioned industrial growth is increasing the daily traffic. [Indeed! Our traffic forecasts for the area are showing as much as a four-fold increase in total volumes.](#)
- Many of the roads in this area are frequently used for long-distance bicycle riding. Wider sections of 40th that could accomodate bicycles, especially on the overpass, would create a safer experience. Additional benefit would come for this use with an improved grade. [I'm an on-road cyclist. I had a nice conversation with a gentlemen at the last open house regarding this. As we move through the next phase we'll fine-tune design for needs such as this.](#)

If there are notes from the March 14 public input session, final study and recommendation that could be emailed, I would appreciate receiving them. [We are working to get the project website up and running. When the report or other materials become ready we'll post to the website for review and comment. We'll send notice when it's ready. FYI we are currently going through quality review of the recommendations document. The document will go to the projects technical advisory committee \(TAC\) for review next. Then it will be released for public review and comment.](#)

Thank you,
Brett Shewey
Brett.shewey@gmail.com
6202 13th Street North
Fargo, ND 58102

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NDDOT TITLE VI PUBLIC PARTICIPATION SURVEY

North Dakota Department of Transportation, Civil Rights
SFN 60149 (3-2022)

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To help with that, we ask that you respond to the following questions. You are not required to disclose the information requested in order to participate. Any information provided to the NDDOT will be retained solely for the purpose of collecting statistical data to ensure inclusion of all segments of the population affected by transportation programs and activities.

Sex: <input type="checkbox"/> Female <input checked="" type="checkbox"/> Male <input type="checkbox"/>	Disability: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Age: <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-40 <input checked="" type="checkbox"/> 41-65 <input type="checkbox"/> 65+	
Race: <input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Other Pacific Islander <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Hispanic or Latino <input type="checkbox"/> _____ <input type="checkbox"/> Black/African American	
Language Most Frequently Spoken in your Home: <input type="checkbox"/> Spanish <input type="checkbox"/> Vietnamese <input type="checkbox"/> Japanese <input type="checkbox"/> German <input type="checkbox"/> Arabic <input type="checkbox"/> Other Slavic Language <input type="checkbox"/> Other African Language <input type="checkbox"/> Russian <input checked="" type="checkbox"/> English <input type="checkbox"/> Chinese <input type="checkbox"/> Other India Language <input type="checkbox"/> _____	
Do you receive public assistance? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
How did you hear about this event? <input checked="" type="checkbox"/> Internet <input type="checkbox"/> NDDOT Contact <input type="checkbox"/> Television <input type="checkbox"/> Radio <input type="checkbox"/> Newspaper <input type="checkbox"/> Advocacy Group <input type="checkbox"/> Mailing <input type="checkbox"/> Social Service Agency <input type="checkbox"/> _____	

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Event Date (MM/DD/YYYY)	City	County	Div/Dist Number	PCN
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MPO:

- ☐ Bismarck-Mandan
☒ Fargo-Moorhead Metro COG
☐ Grand Forks-East Grand Forks

ROW:

- ☐ Negotiation
☐ Relocation

Subrecipient:

- ☐ Yes
☐ No

*After you have completed this form, please place it in the designated location.

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SFN 60149 (3-2022)

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Age: <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-40 <input checked="" type="checkbox"/> 41-65 <input type="checkbox"/> 65+	
Race: <input checked="" type="checkbox"/> White <input type="checkbox"/> Asian <input type="checkbox"/> Native Hawaiian/Other Pacific Islander <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Hispanic or Latino <input type="checkbox"/> _____ <input type="checkbox"/> Black/African American	
Language Most Frequently Spoken in your Home: <input type="checkbox"/> Spanish <input type="checkbox"/> Vietnamese <input type="checkbox"/> Japanese <input type="checkbox"/> German <input type="checkbox"/> Arabic <input type="checkbox"/> Other Slavic Language <input type="checkbox"/> Other African Language <input type="checkbox"/> Russian <input checked="" type="checkbox"/> English <input type="checkbox"/> Chinese <input type="checkbox"/> Other India Language <input type="checkbox"/> _____	
Do you receive public assistance? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
How did you hear about this event? <input type="checkbox"/> Internet <input type="checkbox"/> NDDOT Contact <input type="checkbox"/> Television <input type="checkbox"/> Radio <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Advocacy Group <input type="checkbox"/> Mailing <input type="checkbox"/> Social Service Agency <input type="checkbox"/> _____	

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Event Date (MM/DD/YYYY)	City	County	Div/Dist Number	PCN
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MPO:

- ☐ Bismarck-Mandan
☒ Fargo-Moorhead Metro COG
☐ Grand Forks-East Grand Forks

ROW:

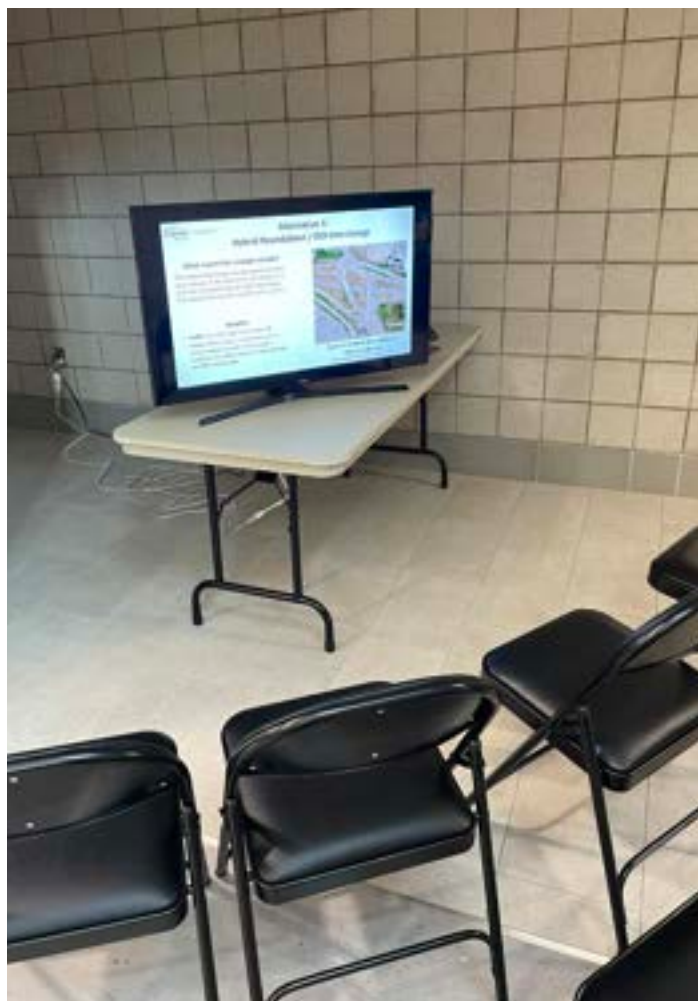
- ☐ Negotiation
☐ Relocation

Subrecipient:

- ☐ Yes
☐ No

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PUBLIC INPUT MEETING #1 PHOTOS | March 14, 2023



PUBLIC INPUT MEETING #1 PHOTOS | March 14, 2023



SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

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Division/District/Consultant
Design Division/Fargo/Stantec

Meeting Location Fargo Readiness Center - 3270 40th Ave N		Meeting Type Public Input Meeting		Meeting Date 03/14/2023	
Project Number 8-029(213)069		PCN 23596			
Project Description I-29 and 40th Ave N Interchange Feasibility Study					
Name (Please print) Pat McGraw		Title/Representing Sr. Project Manager / Stantec			
Address		City		State	ZIP Code
Email Address Pat.McGraw@stantec.com				Telephone Number 505-260-2318	
Name (Please print) Wyatt Kram		Title/Representing			
Address		City		State	ZIP Code
Email Address Wyatt.Kram@gmail.com				Telephone Number 701-866-9821	
Name (Please print) Todd A. Stutzman		Title/Representing			
Address 1221-43rd Ave N		City Fargo		State ND	ZIP Code 58102
Email Address todd.stutzman1961@gmail.com				Telephone Number 701-238-1812	
Name (Please print) Osman Leon		Title/Representing			
Address		City		State	ZIP Code
Email Address OsmanLeon46@yahoo.com				Telephone Number 701-770-3904	
Name (Please print) Kelly Björke		Title/Representing Self			
Address 1206 46th Ave N		City FARGO		State ND	ZIP Code 58102
Email Address klbjörke@yahoo.com				Telephone Number 701-541-2839	
Name (Please print) Jay Dick		Title/Representing Reile's Acres - city of			
Address 4802 32nd Ave N		City Reile's Acres		State ND	ZIP Code 58102
Email Address jay@reile'sacresnd.org				Telephone Number 701-424-8788	
Name (Please print) JIM HARWOOD		Title/Representing			
Address 4302 - 45th St N		City Fargo		State ND	ZIP Code 58102
Email Address JIMHARWOOD@FAR.MIDCO.NET				Telephone Number 701-793-2201	

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)

Page 2 of 4

Division/District/Consultant Design Division/Fargo/Stantec			
Meeting Location Fargo Readiness Center - 3270 40th Ave N		Meeting Type Public Input Meeting	
Meeting Date 03/14/2023		PCN 23596	
Project Number 8-029(213)069			
Project Description I-29 and 40th Ave N Interchange Feasibility Study			
Name (Please print) Kate Nelson		Title/Representing Admin / Stantec	
Address		City	State ZIP Code
Email Address kate.nelson@stantec.com		Telephone Number 612-712-2174	
Name (Please print) Becky De Jong		Title/Representing	
Address		City W. Fargo	State ZIP Code
Email Address		Telephone Number 701-281-8122	
Name (Please print) Thomas Krentz		Title/Representing Reile's Acres City Council	
Address 4563 38 1/2 Ave W		City Reile's Acres	State ZIP Code ND 58102
Email Address krentztje@far.mn.net		Telephone Number 701-730-6650	
Name (Please print) Josh Schwarz		Title/Representing Riverwood	
Address 1214 41st Ave N		City Fargo	State ZIP Code ND 58102
Email Address j.schwarz@gmail.com		Telephone Number 701-320-3322	
Name (Please print) Aaron Murra		Title/Representing NDDOT	
Address		City	State ZIP Code
Email Address amurra@nd.gov		Telephone Number 701.239.8901	
Name (Please print) JACK WILLSON		Title/Representing FARGO READINESS CENTER	
Address 3270 40th AVE. N		City FARGO	State ZIP Code ND 58102
Email Address JACK.W.WILLSON.NF6@ARMY.MIL		Telephone Number 701-451-6072	
Name (Please print) Carol McCamy		Title/Representing Reile's Acres Council	
Address 4880 Bakkers LN		City Reile's Acres	State ZIP Code ND 58102
Email Address camccamy@hotmail.com		Telephone Number 701-318-5316	

SIGN-IN SHEETNorth Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)Page 3 of 4

Meeting Location Fargo Readiness Center - 3270 40th Ave N		Division/District/Consultant Design Division/Fargo/Stantec	
Meeting Type Public Input Meeting		Meeting Date 03/14/2023	
Project Number 8-029(213)069		PCN 23596	
Project Description I-29 and 40th Ave N Interchange Feasibility Study			
Name (Please print) Angie Bolstad		Title/Representing Transpo Engr/Stantec	
Address		City	State ZIP Code
Email Address angela.bolstad@stantec.com		Telephone Number 763-710-1973	
Name (Please print) Wade Frank		Title/Representing Stantec	
Address		City	State ZIP Code
Email Address Wade.frank@stantec.com		Telephone Number 701-566-6022	
Name (Please print) Colton Brown		Title/Representing Resident/Student	
Address 2334 55th St S Apt 306		City Fargo	State ZIP Code ND 58104
Email Address colton.brown@ndsu.edu		Telephone Number 701-770-488	
Name (Please print) Gary Heister		Title/Representing Retired NDDOT - Resident	
Address 5004 16th St N		City Fargo	State ZIP Code ND 58102
Email Address heistergary@yahoo.com		Telephone Number 701-799-5560	
Name (Please print) Rick Flacksbarth		Title/Representing self	
Address 1241 45th Ave N.		City Fargo	State ZIP Code ND 58102
Email Address rickflax@gmail.com		Telephone Number 701-238-1888	
Name (Please print)		Title/Representing	
Address		City	State ZIP Code
Email Address		Telephone Number	
Name (Please print)		Title/Representing	
Address		City	State ZIP Code
Email Address		Telephone Number	

SIGN-IN SHEETNorth Dakota Department of Transportation, Civil Rights
SFN 59531 (5-2018)Page 4 of 4

Meeting Location Fargo Readiness Center - 3270 40th Ave N		Division/District/Consultant Design Division/Fargo/Stantec	
Meeting Type Public Input Meeting		Meeting Date 03/14/2023	
Project Number 8-029(213)069		PCN 23596	
Project Description I-29 and 40th Ave N Interchange Feasibility Study			
Name (Please print) <i>Kevin Brodie</i>		Title/Representing <i>FHWA</i>	
Address <i>4053 Coleman St</i>		City <i>Bismarck</i>	State <i>ND</i>
Email Address <i>Kevin.Brodie@ndt.gov</i>		ZIP Code <i>58503</i>	
		Telephone Number <i>701 221-9764</i>	
Name (Please print) <i>Jason Benson</i>		Title/Representing <i>Cass Co Hwy Dept</i>	
Address		City <i>West Fargo</i>	State
Email Address		ZIP Code	
		Telephone Number <i>701-248-2372</i>	
Name (Please print) <i>James Moos</i>		Title/Representing	
Address		City	State
Email Address <i>Jmpos9295@gmail.com</i>		ZIP Code	
		Telephone Number	
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	
		Telephone Number	
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	
		Telephone Number	
Name (Please print)		Title/Representing	
Address		City	State
Email Address		ZIP Code	
		Telephone Number	